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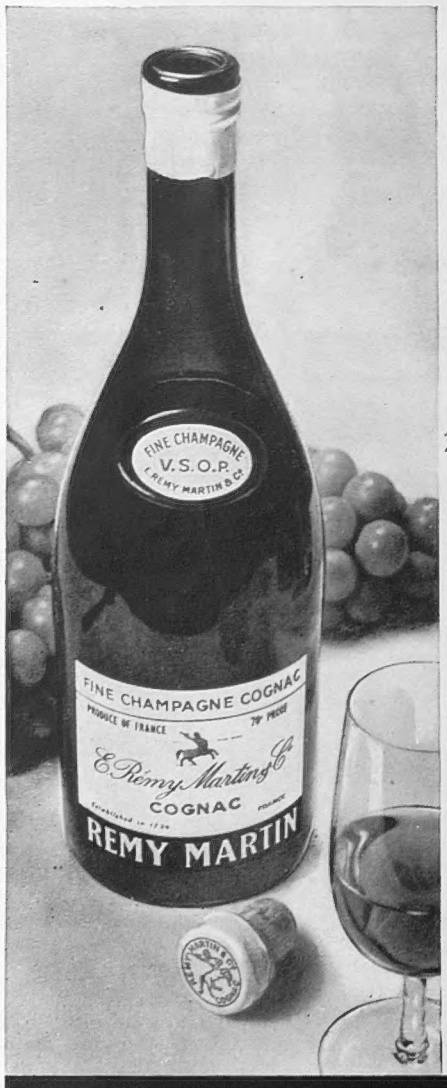

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ENIT

Volume CCXXXVII No. 3083

The SPHERE, London, May 2, 1959

The SPHERE

with which is incorporated THE GRAPHIC

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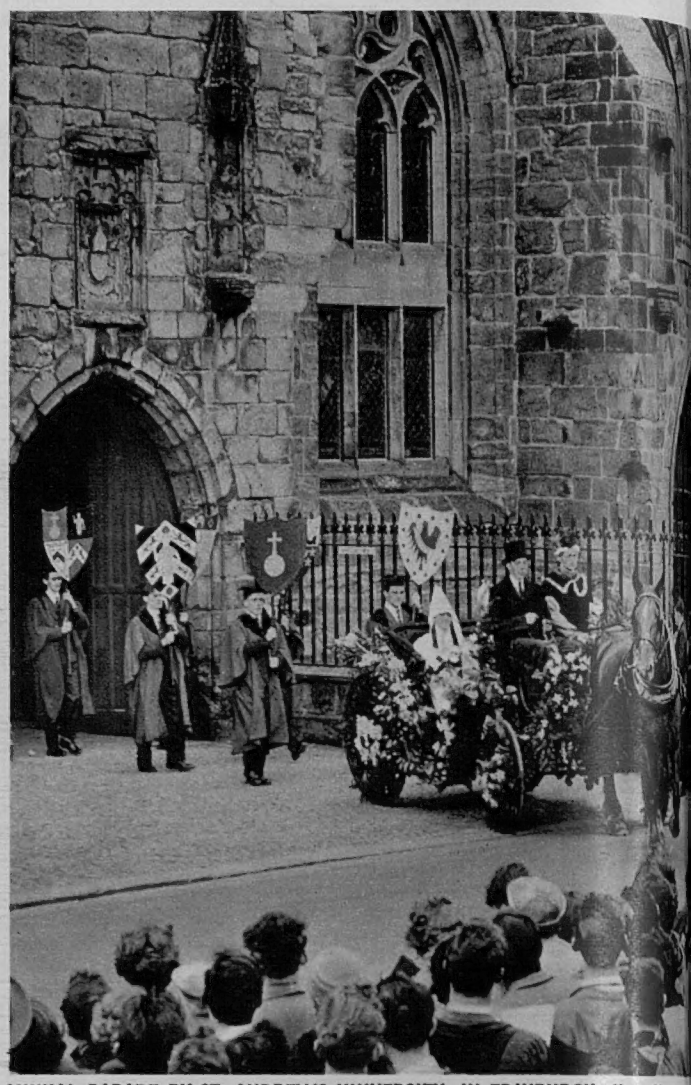
THE OPENING OF THE ST. LAWRENCE SEAWAY—ICE-BREAKERS HEAD THE FIRST CONVOY: The banks of the St. Lambert Lock, the first lock in the new Seaway, are lined with spectators as the Canadian Government ice-breakers *d'Iberville* and *Montcalm* pass through. Behind are three of the first four cargo vessels to use the Seaway. The opening took place last Saturday with a convoy of sixty-eight freighters, many from overseas. The official opening by the Queen and Mr. Eisenhower will be on June 26.

The St. Lawrence Seaway project was begun in 1954, and last Saturday, led by two ice-breakers, the first cargo vessels brought it into use. The Seaway stretches from Montreal to Lake Ontario. It has seven new locks, five in Canadian territory and two in the United States, to replace the twenty-one small, narrow locks of the old St. Lawrence Canal which would permit the passage of only the smaller Great Lakes vessels. The channels linking the Great Lakes are being improved, so that eventually most ocean-going ships will be able to sail from the Atlantic to all of them. Ice constitutes one of the more difficult problems which the Seaway Authorities will have to face in the future—the St. Lawrence is frozen over during the whole of the winter. Indeed, ice has already hampered navigation. The opening of the Seaway was delayed for five days while an ice-breaker cleared ice from one of its sections. It was not till this task had been completed that the cargo ships, which had been waiting in the port of Montreal and the lower reaches of the River St. Lawrence, were able to make a start on the first passage. (Other pictures of the Seaway are on page 165.)

Postage—Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

A RARE OCCASION IN THE WEST COUNTRY: At Roborough, near Plymouth, the meet of the Dartmoor Foxhounds moves off. It was only the second time in the last half-century that a hunt has been seen so near the city. The number of foxes on the city boundaries has become a serious problem.



ANNUAL PARADE BY ST. ANDREWS UNIVERSITY, IN EDINBURGH: Kate Kenned procession through the streets of the city. The students were pay of Bishop Kennedy, founder of the College of St. Salvator. The part

A London Newsletter

195-198, STRAND, W.C.2.

Head of a Premier—Power, it has been said, corrupts. It has never been established that it ages a man. Such men as Churchill and Macmillan have found power and responsibility positively rejuvenating. Nevertheless, Tussaud's found it necessary to replace the Premier's effigy-head with a less shop-soiled model. A little more silver in the wig and a few more lines on the face were all that was necessary. Mr. Macmillan has been " in " for eight years—that is to say in the Waxworks. Mr. Gaitskell has been " in " only five years, and there is no need to bring his face up to date. The same old face will do. These two decisions cancel out on the question of whether power ages. So Tussaud's have a new head for Macmillan. More important to many, does the Western Alliance have a new head for the coming conferences ? The general opinion seems to be that Eisenhower won't do and that Herter has yet to prove himself a worthy successor of Dulles. But not all leading opinions in the Western Alliance are agreeable to letting the mantle fall on Mr. Macmillan. There are " face " considerations. Still more, some of Mr. Macmillan's views are not favoured by other members. All accept the supreme importance of East-West negotiations at high levels, but there are those who, far from accepting that these negotiations should lead to a *series* of summit conferences, are doubtful of the wisdom of even one such just now. And there is this to be remembered: Mr. Macmillan is not a free agent. He is fettered even in his sincerest beliefs and aspirations. He is vitally tied to America. In this business, Britain and the U.S.A. are Siamese twins. Without the full co-operation of America, Britain's whole policy of defence and her peace strategy are meaningless. If Mr. Macmillan is still young and vigorous, which Eisenhower is not, it is a case of *si jeunesse pouvait, si vieillesse savait*. If Britain has the know-how, America has the power, the essential power.

Delphic de Gaulle—Several commentators quickly took up some of General de Gaulle's important utterances at the conclusion of his recent tour of Central France, and to call some of them Delphic is justifiable. At Montluçon he said: " We are in a period in which peace—and you know which peace I mean—and liberty will be assured." But neither in France nor in Britain is it generally obvious to which peace he referred. Indeed, the knowledge he assumed for his audience is rather like Macaulay's " Every schoolboy knows." His prophecy might be restricted to Algeria. If so, it is a whale of a contra-jeremiad. It might refer to the East-West cold war or to the peace of the whole world, in which case a cynic might ask " What peace, so long as . . ." The comparative success of the ancient oracle over a long period lay in the power of its answers to be interpreted in many ways. Peace in any quarter of our troubled world to-day, however, is so seldom attained for any briefest interval that a modern oracle must be devilish Delphic to find means to justify his prophecies. In fact, the only lasting peace that seems not only possible but permanent would be the total destruction of the human family by nuclear explosion and that would prevent the crowning and justification of the prophet.

Lord Boot—By—

> There he sits where he longed to be;
> Home is the sailor, home from the sea,
> And the hunter home from the hill.

I don't blame Lord Boothby for leaving party politics, least of all on the eve of a general election, with its spate of party political broadcasts to come. Already, these terrors cast their shadows before. The Socialists were outraged when, on ITV, their leader was faded out in favour of an advertisement of confectionery. It might have been even worse; and orators of all three parties might well be faded out in favour of a puff of some rural gas service or of prime tripe. The possibilities are hideous. Indeed, I can think of no more restful, carefree and comfortably-upholstered couch for a war-worn bonny fighter among politicians than the cross-benches of the House of Lords to-day. " I am not leaving the Conservative party; I *have* left. Never again in this world will I join another political party." Well, that 's an understandable attitude of mind, even if it wouldn't do if his example were too widely followed. As for the future, what 's to come is still unsure. We have no proof that two-party government obtains in the *next* world. We doubt it, just as we doubt whether the " table of precedence " which still governs ceremonial occasions in England, is followed strictly in the next world. My own belief is that *there* they have very different standards of quality and importance, a belief which removes some of the terrors of death.

Two Visitors to London—I was very favourably impressed by the appearance and observations of two of last week's visitors to London, King Hussein of Jordan, and Herr Brandt, Burgomaster of West Berlin. They came well out of that difficult medium, the television interview. Both of them, I thought, lent point to some of Sir Winston's words of wisdom spoken to his co stituents. He urged the need for patience and und standing of the Soviet point of view and of Russia's f of a once more powerful Germany. He stressed h important it is in all East-West and other negotiations resist dwelling on past grievances and injuries. Oft enough in these quick-change days the enemies of yesterd become once more, and swiftly, allies. And it seemed me that both Hussein and Brandt are examples of wh good may come out of patience and an amnesty for pa injuries. Compare Herr Brandt's personality with th of any emissary from Germany in the late '30's. Ha not the lessons of the past borne fruit as the result patience and restraint ? And King Hussein presents even more swift and startling proof of the virtues restraint and sympathy. Of course, both these men a in part, directed in their policies and expressions by gr individual anxieties and dangers. It is those anxiet (as in the case of Russia) for which we must ma allowance in all our judgments of things said and done the recent past.

Librarian's Warning—A warning which through the spring spate of new books I have consider to be due, was issued last week by a Yorkshire coun librarian. He said that far too many books are bei produced. Last year publishers issued 22,000 titles; 16,0 being new books. The point in his mind is the embarrassi problem of selection for public libraries. In this spate new titles, neither bookseller nor librarian can possib stock them all or distinguish merit from mediocrity. H added a still more significant trend. It has become comm for two or more books on the same subject to be issue from different houses simultaneously. This may be d to centenaries, sudden death or a temporary limelight some individual or troubled area. This is alarming true of the spate of war memoirs and books on the Midd East. Often, each such book has its strong points, a collaboration between the authors might have produced first-class book. Especially is that true, if more time or preparation had been spent. Many of these books a written in a hurry to catch a temporary public interes Some are outstanding and careful studies. It is wor looking further into the subject matter of these ne spring titles. Very many of them, under the broad descri tion of historical research, contribute nothing new to t truth of history. They are too often re-hashes of ancie scandals, left mysteries still for lack of evidence, and unproven rumours constantly revived over a century more. They catch an assumed public appetite for scand about Royalties or other public figures. Poor Sheridan for example, is still, as in life, the victim of politi scandal and still, as of old, the legend of his sordid en among the broker's men, totally denied by his own so and important contemporaries, passes for truth. Amate " historians " should be as much concerned for the tru

carriage leaves the University grounds at the start of the tribute to their patroness, Lady Katherine Kennedy, the niece Kate was played by Bruce Tulloch, a first-year arts student.

THE DEPARTURE OF A COMMANDING OFFICER: In the traditional manner of the Black Watch, Major Angus Rowan-Hamilton, M.C. (under the umbrella), is towed from the officers' mess in a combat vehicle. He gained his M.C. when he escaped from a German prison camp during the last war. He is succeeded by Major F. Burnaby-Atkins.

of history as are professionals. This timely warning of over-production is really important alike for authors and the book trades. Unless I am all at sea, it is soon to be accepted as urgent. In the present spate, quite a good book is dead and forgotten in three months, drowned in the flood. And the task thrown on reviewers affects their reviews. Many have no time to do more than transcribe the wrapper blurb and so mislead the reading public often enough.

Hidden Imports from U.S.A.—I have long been of opinion that we in Britain receive a vast number of hidden imports from America, not least in the field of social trends and fashions. Many of these imports are no doubt good. Some as certainly are questionable. Generally in these matters it is fair to say that what America thinks and does to-day, England will adopt and practise to-morrow. The latest spectacular riot in Montana State Prison caused me anxiety in that context. Such Wild-West stuff, we say, would be impossible in Britain. We say it comfortably, even while we muster local signatures against the establishment of open prisons in our rural or recreational areas, largely on grounds of amenity. But America has led the way in humanising and making more bearable prison life, and perhaps in some states has moved rather too far, too quickly. We are tentatively and with good sense moving in the same direction, but we must never forget that crime waves, robbery-under-arms and other dangers to innocent citizens in civilised cities were commonplace in Chicago and other down-town centres in America when they were very rare in Britain, and that the present temper of our criminal population derives a good deal of impetus from imports from the U.S.A., whether in the form of films or news stories.

Hidden Reserves—Even the teenager who filled my tank at the garage had a good word to say for Mr. Amory's Budget, and if, as the political sleuths and Tory Back-Benchers believe, he is keeping up his sleeve another £100,000,000 for autumn bonuses for 5,000,000 electors, I convict him of justifiable caution and not of party slickness. "They" say that if all goes well this summer, he may in autumn find another 5s. for the aged, slash more purchase tax and free more credits. Well, of course, if these extra bonuses *were* announced a week or so before the General Election, it would be a happy, if fortuitous, juncture for him to dispense with caution and cheer on further expansion. But one could not blame the Socialists if they branded the decision to pass on the "hidden reserve" in the form of bonus shares to shareholders at that moment as palpable election propaganda, and they might make a lot of good capital out of the charge. For old-age pensions niggardliness is their chief whip for castigating the Budget. Myself, I firmly believe in Mr. Amory's careful accountancy and simple and open character; and, anyway, rumour isn't certainty. There is not much time by September for his modified expansionism to pay off, there *is* plenty of time for a snag to hold up the flowing tide; and, if it come to that, there is no very strong evidence of the existence of a hidden cache of unneeded reserves in the Chancellor's safe to-day. No, if the Chancellor has something up his sleeve still, caution quite certainly justifies his keeping it there until his next Budget, if he be called on to devise a third Budget. The optimistic rumours of more benefits to come by October do no service to his common sense or to the Tories' prospects.

FOXHUNTER IN RETIREMENT: Colonel Harry Llewellyn pats his famous international show-jumper at his home near Abergavenny. On the horse's back are the Colonel's children—Anna, Roddy and David. Foxhunter celebrated his nineteenth birthday recently.

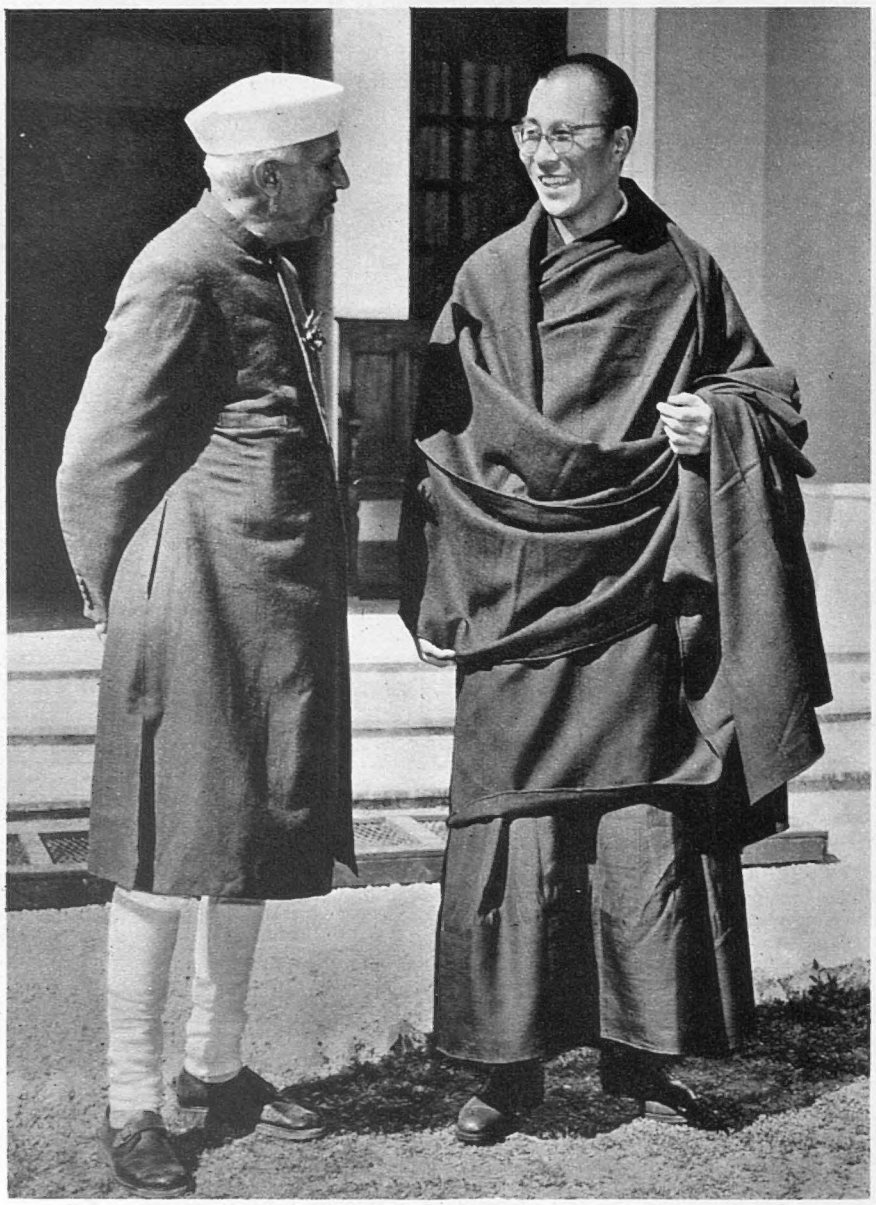
All Tastes are Good—When I was young, the older generation held the whip. Fathers and uncles dictated to us what was right and wrong and there were many fewer subjects on which youth had the courage to revolt. We were forced to be on the side of age and the angels or be laughed out of court holding a brief for youth and the monkeys. Democracy and higher education have changed all that, and sharp and wide to-day are the gulfs between what is right and wrong, not least in such matters as art and the claims of science. All this makes me pity the arbitrators appointed to decide between such rivalry in taste as exists to-day round Selby Abbey where it is proposed (and opposed) to install Epstein's 11-ft. statue "Behold the Man." No one doubts its strength, nor Epstein's belief in it, nor his altruistic offer of it. It is just that some people detest it, others greatly admire it. What is truth? Who is in the right of it? Move down to Sussex. Near Selsey lies rich farmland, farmed for 800 years by generations of the family of Rusbridge, and admirably served. This corn land produces double the national average yield. But the Central Electricity Generating Board needs part of it for a nuclear power station, and may seek compulsory powers to acquire it after test borings. In the end some Solomon must decide, and I pity him. We badly need home-grown food, we for ever need more electric power. We dare not live in the past, we revolt against industrialisation of the relics of our heritage in our tiny, overpopulated island. We must sell more goods abroad and buy less food from abroad. What is truth? What is right? Pity the Solomon who must decide it in the certainty of condemnation as a vandal by half the nation.

Summertime—Summertime, the blackthorn winter and Boreas at his keenest too often occupy the great bed of Ware together. But I suppose summertime must come sometime and a fixed date in May or June might prove equally unsuitable. We must study the convenience of the cows and economise by full use of the wintry daylight. The cuckoo which I and others *saw* and heard on April 3, as it passed over our garden, was certainly not "a small boy," but as certainly was a deluded visitor. He did not bring any followers until April 20. But the daffodils, who came before the cuckoos, let alone the swallows, dare, were probably never so confident and certainly never so profuse in any April I can remember, and the cherry blossom, untimely scattered by the winds, still makes the countryside a thing of beauty. But alas! how quickly we pass from the early loveliness of spring into the profusion and sufficiency of summer so-called.

THE OLD STAGER

THE DALAI LAMA AT MUSSOORIE

His Meeting at his Home in Exile with Mr. Nehru



RULER OF TIBET AND PRIME MINISTER OF INDIA: The Dalai Lama stands with Mr. Nehru outside Birla House, in Mussoorie, which has been put at the former's disposal during his stay in India. Later Mr. Nehru gave the Press a report on their conversations.

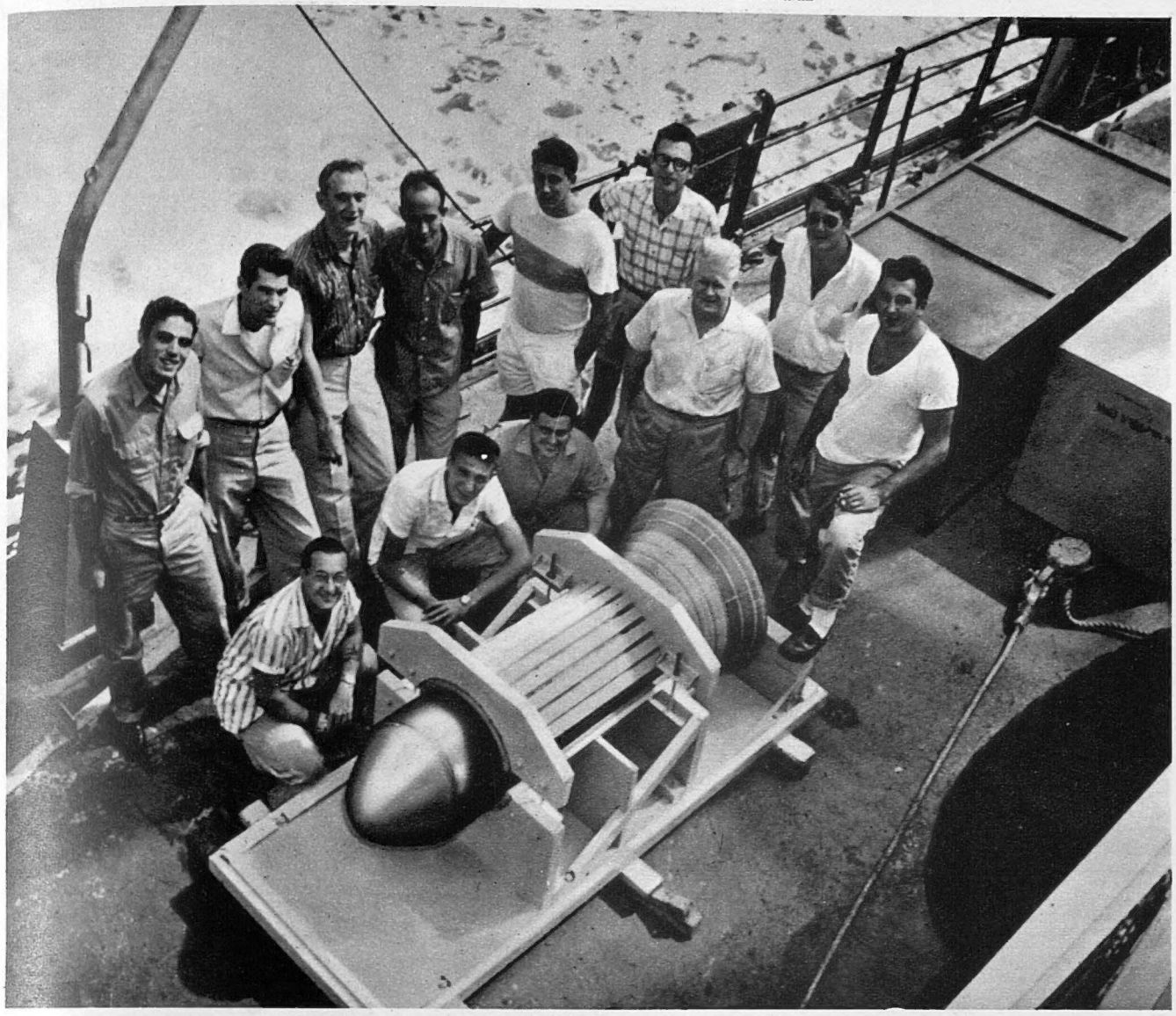
It was a fortunate coincidence that Mr. Nehru had a long-standing engagement to open a travel agents' conference in Mussoorie last week. Having fulfilled this duty he was able to call on the Dalai Lama at Birla House, the residence put at his disposal by the wealthy merchants, the Birla brothers. Afterwards the Indian Prime Minister clarified several points of importance regarding events in Tibet to the anxiously-waiting Press correspondents. There now seems no doubt that the Dalai Lama did write the letters to the Chinese commander in Lhasa, on which Pekin based its claim that he was forced to leave the capital. But it is equally true, the Dalai Lama went into exile voluntarily. Nevertheless, he told Mr. Nehru, he is anxious to return. This statement, coupled with Mr. Nehru's declaration that the Panchen Lama would be welcome to come to India, substantiated the opinion that Delhi still hopes to negotiate a settlement on the Sino-Tibetan question. India's intervention has made it clear that the dispute is not "a second Hungary" but a continuation of a centuries-old politico-religious rivalry.

EN ROUTE TO GREET THE DALAI LAMA: Mr. Nehru rides on a white horse before his first meeting with the Dalai Lama since the latter's arrival in India. The Indian Premier had come to Mussoorie ostensibly to open a travel conference.

EXILE AND HOSTS: The Dalai Lama poses with members of the Birla families, owners of the house at Mussoorie. In front of him, from left, are: Mrs. G. P. Birla; four-year-old Chandrakand Birla; two-year-old Shobhana Birla; and Mrs. K. K. Birla.

FOLLOWERS OF THE DALAI LAMA: Members of his retinue squat on beds at Birla House. According to Mr. Nehru, the Dalai Lama and his party would be free to move as they wished but would be expected "to keep in view the difficulties of the situation."

THE EXODUS CONTINUES: Tibetans come over the border into Nepal. Their journey had to be made through the mountainous Himalayan districts. Meanwhile in Mussoorie the Dalai Lama had reportedly stated that he was anxious to return to Tibet.



THE RECOVERED NOSE CONE: Members of the crew of the U.S. Air Force ocean range vessel *Coastal Crusader* are seen with the nose cone of a Thor-Able research missile. After it was fired from Cape Canaveral, in Florida, the cone was retrieved from the South Atlantic near Ascension Island, after travelling some 5,000 miles. It was the first successful recovery in the series of seven firings over the full intercontinental range.

SOLVING RE-ENTRY PROBLEMS

Recovery of the Nose Cone of an Experimental Missile

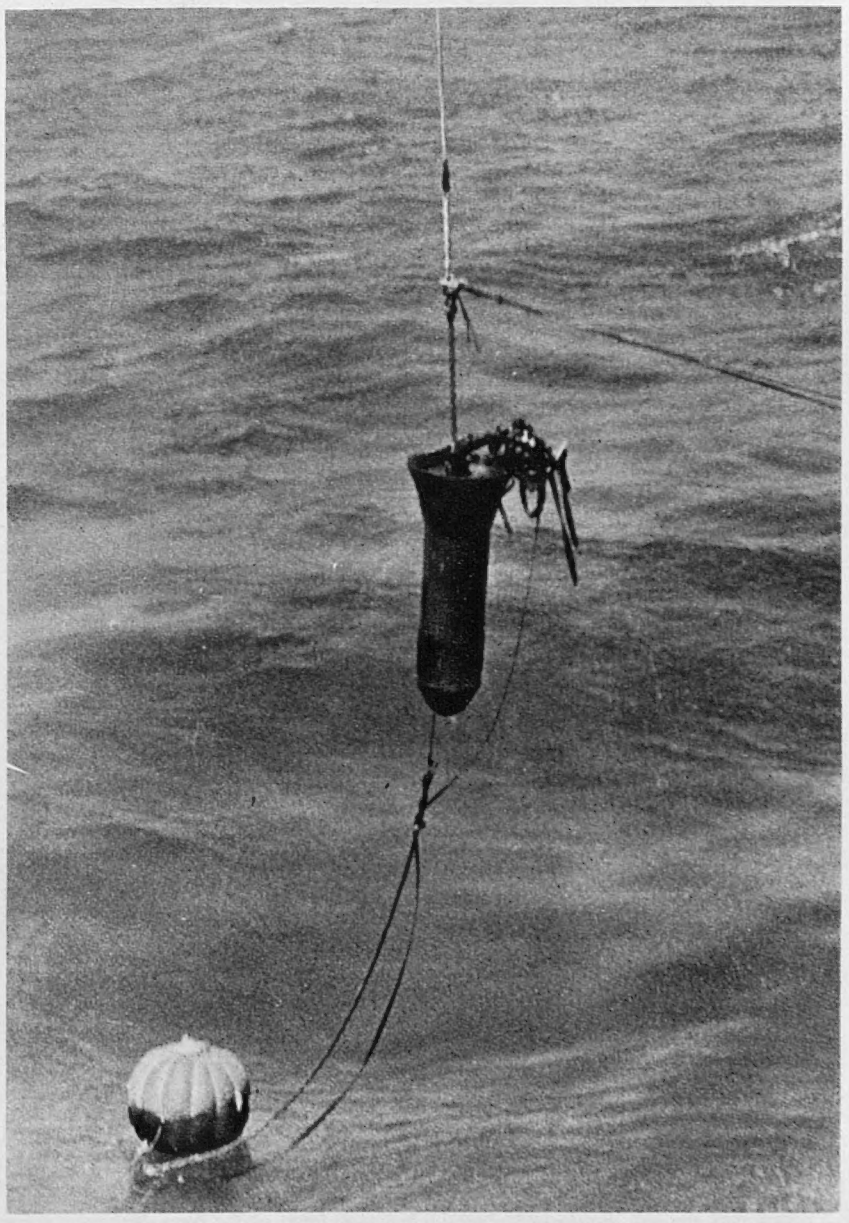
One of the most pressing problems in the science of guided missiles is that of re-entry. As the weapon comes back into the earth's atmosphere, the amount of friction caused by the high speed—round about 15,000 miles an hour—subjects the nose to intense temperatures. In order to combat this, various types of nose cones have been, or are being, tried out. One of the more urgent aspects of this experimentation can be seen in the programme concerned with putting the first man into space; it is not so much the problem of getting him there, as the great difficulty of getting him back into the earth's atmosphere.

The pictures on this page illustrate the recovery of an experimental nose cone fired in the programme of seven launchings from Cape Canaveral. The test of the Thor-Able research missile was over the full intercontinental range of 5,000 miles. It was reported that it was the first time a nose cone had been recovered after having been fired over such a distance. A parachute was used to break the nose cone's speed and dye and metallic chaff marked the spot where the equipment landed near Ascension Island. A spherical bag was inflated automatically as the cone hit the water to keep the experimental equipment from sinking. The cone was recovered in less than two hours after it had been fired from the Florida base.

On left—

THE FLOTATION BAG: Looking like a gigantic tangerine, the bag is inspected on board the *Coastal Crusader*. After the missile's nose cone re-entered the earth's atmosphere, a parachute opened to slow down the descent.

THE MOMENT OF SUCCESS: The nose cone appears above the surface of the water as it is hoisted on board the recovery vessel. Left is the flotation bag below which the experimental cone had been suspended. The missile travelled some 5,000 miles.

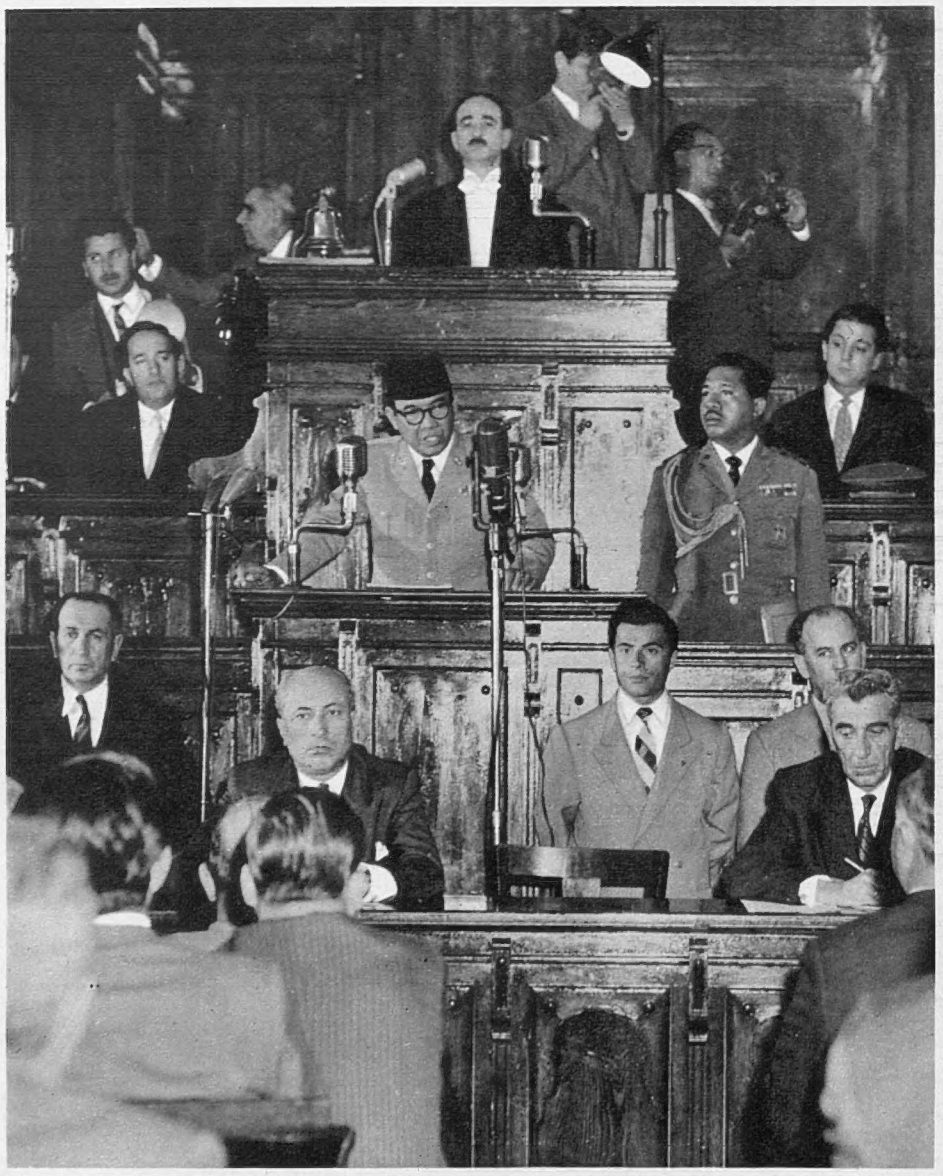


HOISTED ABOARD: The nose cone after its brief submersion in the waters of the South Atlantic is taken on board. It had been suspended some 30 ft. below the flotation bag. Various devices, including dye and flashing lights, marked the landing area.

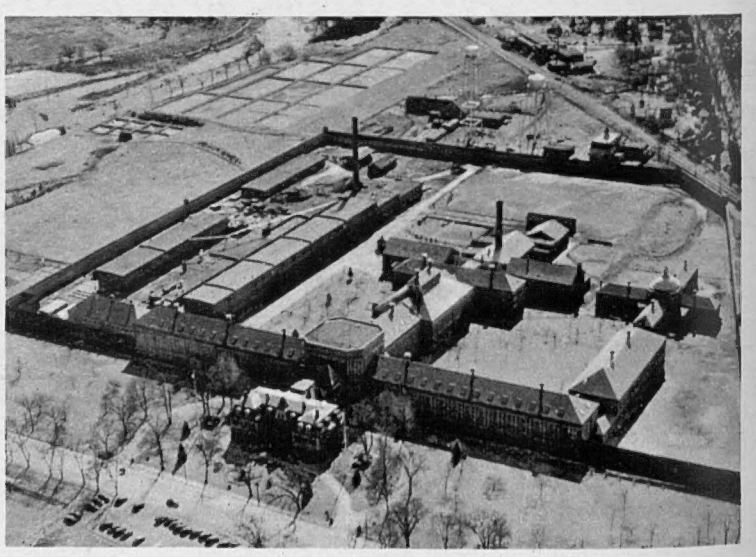
THE NEWS IN PICTURES

NEW POST FOR MR. DULLES: Sitting in the Walter Reed Hospital, in Washington, are President Eisenhower, Mr. Dulles, Mr. Nixon and Mr. Herter. The former Secretary of State is holding the document appointing him to be U.S. Special Consultant on Foreign Affairs, with Cabinet rank. He had just been sworn into this office at a private ceremony. In a brief speech the President once again spoke of Mr. Dulles' "magnificent courage" and expressed gratitude that America and the Free World would still have the benefit of his "abundant talents and unique experience." In reply, Mr. Dulles paid tribute to the President and to "my trusted friend," Mr. Herter, the new Secretary of State.

MR. MACMILLAN IN LANCASHIRE: The Prime Minister "meets the people" at a mill in Bury. During his tour of Lancashire last week Mr. Macmillan made a speech of great importance at Preston. He outlined the Government's plan for giving £30,000,000 aid for the re-equipping and reorganising of the cotton industry. Then he went on to deal with the international scene and made plain his reasons for not holding an immediate General Election. Since the Government had set its hand to the task of Summit negotiations, he said it was it duty to follow it through in the hope of better East-West relations.



THE PRESIDENT OF INDONESIA'S WORLD TOUR: Dr. Sukarno addresses the Turkish National Assembly in Ankara. He had just arrived from Indonesia on the first stage of a tour of the world which will last for two months and includes, besides Turkey, visits to Poland, Sweden, Denmark, the Vatican City State, Brazil, the Argentine, Mexico, Japan and North Viet-Nam. The President may also find time to bring Sochi, the Russian resort on the Black Sea, and California into his itinerary. During his absence from Indonesia, it is considered that the effective power in the country will be the Army Chief of Staff, General Nasution, who is believed to favour negotiation and compromise with the Indonesian rebels as the best means of ending the prolonged crisis in the republic.

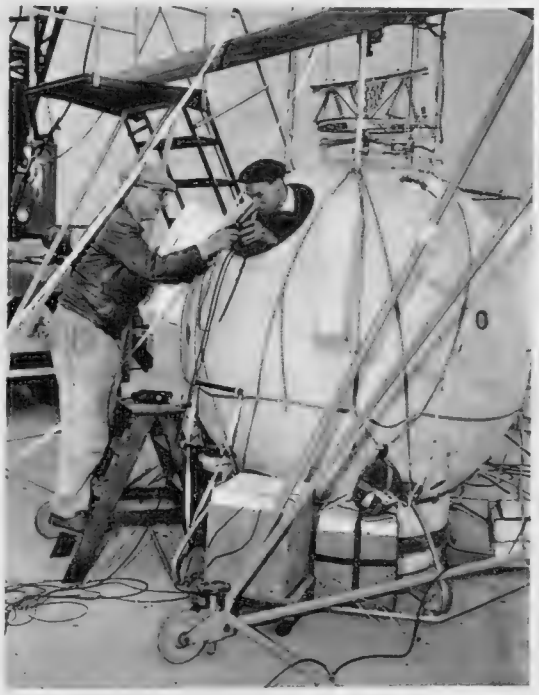


ANOTHER AMERICAN PRISON REVOLT: Concord State Reformatory is 18 miles from Boston, Massachusetts. In a mutiny lasting four hours, fifty-nine of the convicts seized fifteen hostages and threatened to shoot them. State police used tear-gas bombs, gas guns and rifles to quell the revolt. The hostages were released unharmed. One of them said that a revolver had been held to his head but had misfired when the trigger was pulled. The rebellious prisoners did not communicate any demands to the authorities. This was the second recent revolt in a U.S. prison. The first was in a Montana goal

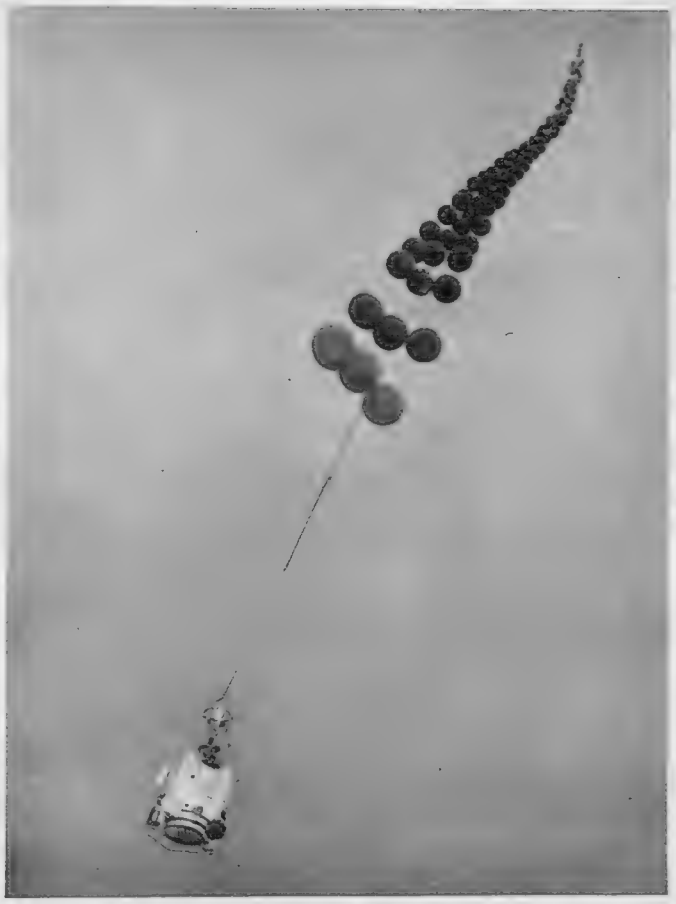
THE NEWS IN PICTURES

A NUCLEAR WAR EXERCISE: At the Home Counties centre of the United Kingdom warning and monitoring system near Ongar, in Essex, members of the organisation take part in a fall-out exercise, named Operation "Cloud Dragon." In the background is a screen recording actual and predicted radioactive fall-out. Members of the warning organisation—all of them Civil Servants—and the Royal Observer Corps took part in a two-day exercise plotting the direction of fall-out after a simulated attack with hydrogen bombs on different parts of Britain. Over 8,000 people took part in the exercise, the efficiency of which greatly impressed NATO observers who were attending for the first time. Denmark, Holland, Belgium and France took part in "Cloud Dragon." A communiqué issued in London later said the operation had proved very successful and that improved methods of liaison had been under examination.

BRITAIN'S FIRST SERVICE HELICOPTER AIRFIELD IN THE UNITED KINGDOM: Whirlwind helicopters fly over the Royal Naval helicopter station at Portland during the opening ceremony performed by Admiral Sir Manley L. Power, Commander-in-Chief, Portsmouth. The helicopter airfield will be used as an operational flying school and for various trials. Its first squadron will be the 815 Squadron of Whirlwind helicopters previously based at the R.N. Air Station at Eglinton, in Northern Ireland. (Pictures of London's first Heliport are on page 173.)



ASCENT BY BALLOON TO PHOTOGRAPH VENUS: M. Audoin Dollfus is handed equipment as he stands inside the gondola, suspended beneath ninety-eight balloons, before taking-off from Villacoublay Airfield, near Paris. He hoped to climb to 65,000 ft. in order to obtain pictures of the planet Venus. The balloons were unable to lift him more than 42,000 ft. and his journey lasted for five hours instead of twelve. M. Dollfus said that nevertheless he had obtained much valuable data during his three hours at over 40,000 ft.



On left—

SUSPENDED BY BALLOONS: M. Audoin Dollfus's aluminium gondola is carried by a long string of ninety-eight balloons filled with hydrogen. He hoped to be able to obtain clearer pictures and information about the dense atmosphere surrounding the planet Venus by ascending for many thousands of feet.

COMMEMORATING ANZAC DAY IN LONDON: Sir Allen Brown, Deputy Australian High Commissioner, lays a wreath at the Cenotaph in Whitehall, during the annual commemoration of the landing at Gallipoli by Australian and New Zealand forces in the First World War. In Australia and New Zealand many people attended the traditional Anzac Day services and parades at dawn. A parade in Christchurch was attended by Mr. Nash, the New Zealand Premier.

PETER MAY MARRIES HAROLD GILLIGAN'S DAUGHTER: The Surrey and England cricket captain, and his bride, Miss Virginia Gilligan, elder daughter of the former Sussex and England cricketer, are seen leaving St. Nicholas's Church, Cranleigh, Surrey. The marriage service was attended by many well-known cricketers, including members of the Surrey team and of the recent M.C.C. touring team. A large crowd, estimated at over 2,000, gathered outside the church.

BACK FROM PANAMA: Dame Margot Fonteyn waves as she arrives at London Airport. She refused to comment on the situation in Panama, where she had been detained on suspicion of having knowledge of a plot to overthrow the Panamanian Government. Senor José Bazan, Minister of Justice, stated that Dame Margot's husband, Roberto Arias, was implicated in a plot against President de la Guardia. Dr. Arias took refuge in the Brazilian Embassy in Panama City.

THE NEWS IN PICTURES

DEVASTATING FLOODS IN SOUTH AMERICA: Only the tops of rolling-stock at the Concordia Railway Station show above the flood waters. The Argentine town of Concordia, which lies on the banks of the River Uruguay, in the province of Entre Rios, was one of the worst affected places in the floods. Virtually the whole town was under water.

IN THE STREETS OF BUENOS AIRES: A rescue worker rows a boat through a flooded street in the Argentine capital. In the first half of April more than 16 ins. of rain fell on Buenos Aires. Most of the northern half of Argentina is affected by the flooding, which stretched from the River Plate, south of Buenos Aires, west and north along the Uruguay, and north-west along the Parana. Many thousands of people have been rendered homeless.

A BRITISH HOSPITAL TEAM SAILS TO MOSCOW: Members of the team of heart specialists at the London Post-graduate Medical School at Hammersmith are, from left, Mr. William Cleland, Dr. Denis Melrose, Sister Phyllis Bowtle, Dr. J. Beard, Mr. Hugh Bentall and Mr. John Robson. They left in the M.V. *Baltika* on a three-week visit to Moscow to demonstrate cardiac surgery techniques developed in Britain. They were expected to perform five or six hole-in-the-heart operations.

THE TURKISH PRIME MINISTER'S VISIT TO SPAIN: At the Prado, in Madrid, are, from left, the Spanish Foreign Minister, Senor Castiella, General Franco and Mr. Menderes. After a four-day official visit by the Turkish Prime Minister and Foreign Minister, a treaty of friendship was signed between Spain and Turkey. Little official information was released about the details of the pact or about the underlying reasons for the visit. In usually reliable circles in Madrid there was much talk of the desire to associate Spain more closely with NATO. The general theme of comment in the official Turkish Press was that Spain and Turkey have become the joint guardians of the east and west entrances to the Mediterranean.

HERR BRANDT IN LONDON: The Chief Burgomaster of West Berlin talks to Mr. Selwyn Lloyd at the Foreign Office. Accompanied by his wife, Herr Brandt paid a three-day visit to Britain at the invitation of the Government. During a Press conference, he said that he did not think a new blockade of Berlin by the Russians was probable. The city was in a much stronger position than in 1948; there were now big reserves of food, coal and raw materials.

WEST GERMAN DIPLOMAT FOUND GUILTY OF SLANDER: Herr Blankenhorn (left), the Federal Ambassador in Paris, hears a suspended sentence of four months' imprisonment passed on him in court at Bonn. On right is Professor Hallstein, President of the European Economic Community and the second defendant in the case, against whom charges were found "not proven." Centre is Dr. Rösen, Professor Hallstein's counsel. After a long trial, Herr Blankenhorn was convicted of slandering an official of the Federal Ministry of Economics, Dr. Strack. Herr Blankenhorn will take the case to the Court of Appeal.

KEY FIGURES AT THE CHINESE NATIONAL PEOPLE'S CONGRESS: During the proceedings in Pekin, Mao Tse-tung (left) sits opposite the Panchen Lama (second from right) and Madame Soong Ching-ling, the widow of Sun Yat-sen, the founder of the Chinese Republic. When the deliberations of the Congress began last week, many speeches were devoted to China's economic development. However, two other questions seemed to be the chief concern—Tibet, and the succession to Mao Tse-tung as Head of the Chinese State. The Panchen Lama addressed the 2,000 delegates and was received with great applause. He supported the Chinese allegation that the Dalai Lama had been "forcibly abducted" and blamed the "reactionaries in India, walking in the footsteps of the British imperialists," for what had happened. As to Mao's successor, it was hoped that the name would be announced during the Congress.

EXPRESSES HIS VIEWS ON COMMUNISM: The President of Yugoslavia speaks in Belgrade at the meeting to mark the fortieth anniversary of the Yugoslav Communist Party, of which he has been leader since 1937. The historical development of Yugoslav Communism and its place in the world to-day was the theme of his address. At one point President Tito told his listeners that in the pre-war Soviet purges over 100 Yugoslav Communists had "found death in Stalin's prisons and concentration camps." After considering the Yugoslav-Russian conflict in 1948, he declared that Communism was "nobody's monopoly."

UNREST CONTINUES IN INDONESIA: Lieut.-Colonel Hasanuddin, a rebel commander, stands on a bench to address troops at his headquarters somewhere in the jungle of Tapanuli Province, in Sumatra. The picture which recently reached London was stated to have been sent from Indonesia via a rebel agent in Macao. In the past weeks there have been several reports of a resurgence of rebel activity in Sumatra and Celebes. Some sources anticipate that large-scale civil war may break out again. Others believe that an eventual compromise between the Sukarno Government in Jakarta and the rebels is inevitable.

A TREATY OF FRIENDSHIP BETWEEN MALAYA AND INDONESIA: Shaking hands after the signing of the new treaty in Kuala Lumpur are the Prime Minister of Malaya, Dato Abdul Razak bin Hussein (left), and the Prime Minister of Indonesia, Dr. Djuanda Kartawidjaja. The first such treaty to be concluded by the Malayan Federation since her independence, it was signed at the end of Dr. Djuanda's visit. Dato Abdul Razak became the second Prime Minister of Malaya a short time previously, succeeding Tunku Abdul Rahman. He said there would be no changes in the policy of his predecessor, who had resigned to organise his party, the United Malay National Organisation, for the elections in August.

BOMB-THROWING IN ALGERIA ON THE EVE OF THE MUNICIPAL ELECTIONS: Firemen work on the wreckage of two cars in Algiers, after a bomb had exploded in the boot of one of the vehicles. A woman was killed and ten passers-by injured. There were further incidents in various parts of Algeria in attempts to boycott the elections. The National Liberal Front ordered Muslims not to vote in the polling which marked Algeria's return to democracy in local administration. A large number of arrests were made during stringent security operations in attempts to break up terrorist organisations. Polling was reported to be slow in many of the towns and villages; in Algiers it was said to be as low as 15 per cent.

World Affairs

THE DULLES ERA AND AFTER

By JOHN CONNELL

WHEN Mr. Dulles' resignation was announced it happened that I was many hundreds of miles away from what are usually described—not altogether accurately—as centres of news. So subjective and undisciplined are one's impressions that I know now that my memories of this sad and momentous event in contemporary political and diplomatic history will be perpetually mingled with recollections of a tall pear-tree in full blossom, set against a background of snow-capped mountains and a startlingly blue sky; of the morning that I nearly bogged the car down on an obviously unjeepable road high above Loch Broom, and of the many-coloured rhododendrons, with absurd and improbable botanical names, in the gardens at Inverewe.

It is difficult in the muddy spate of news which constantly—or almost constantly—pours in upon the mind of any commentator like myself to discriminate, to assess the relative importance of happenings and of people. But in my brief but extremely salutary period of northern detachment, I had a chance to reflect. I had a strong sense that a chapter ended—not a specially glorious or romantic chapter, for with all his virtues John Foster Dulles has never been a romantic kind of man, any more than the President. But the stamp of the characters of these two men, in stubborn and rather admirable alliance, through good times and through bad, has been of our era.

If Mr. Eisenhower, in uniform or out of it, embodies many of the most endearing qualities of his people—their easy and genial good manners, for example, their homeliness, their capacity for rapid improvisation, their mixture of shrewdness and simple idealism (all civilian qualities, by the by)—Mr. Dulles is and always has been the personification of certain other, subtler American characteristics. He combines transparent honesty of spirit and purpose with a great talent (frequently displayed) for intellectual—sometimes merely verbal—acrobatics. Few men have obviously cared more for the spirit of the law in the vast, difficult field of international relations; and few have had a more meticulous capacity for expounding and exploiting its smallest letter.

It is, in my view, quite wrong to think of Mr. Dulles as rigid and narrow in his outlook and temperament. He was capable always of an almost infinite flexibility of manœuvre, for, after all, he had learned both the principles and the technique of negotiation in a hard school. What was dubious, at all stages in his career, was whether he could advance, whether he was genuinely susceptible to new ideas. His own were finely formed, and were tempered by his experience. The American statesman to whom he bears, in my opinion, the closest resemblance is Woodrow Wilson: as Wilson was in his time, so John Foster Dulles has been truly representative of his country and his people at this phase in their history.

This has, of course, been the main source of his strength. However exasperated by his actions—or lack of them—more sophisticated and more worldly Americans might show themselves (and I have heard franker, more trenchant criticism of Mr. Dulles from Americans than I ever have from my own fellow-countrymen), they knew, *and Mr. Dulles knew*, that he had the support, inarticulate perhaps, and more than a little naïve, but authentic and strong, of millions of ordinary folk in the towns and countryside of the United States. He looked American. He spoke American. He thought and felt American. These were all powerful assets. He is also a tenacious and dedicated man, and it is a measure of his courage that, as his illness crept up on him, he continued to serve the causes in which he believed with every ounce of energy and resolution which he possessed.

His achievements in his years of office as Secretary of State are far from easy to assess. He gave sombre warning of " an agonising reappraisal " and never really made it. He tried a flexibility of approach, and he tried uncompromising rigidity, and he had his phase of brinkmanship. There has not been a Third World War; civilisation has not gone down in ruin, flame and radioactive dust. Diplomatic negotiations continue between East and West, and that is far more to Mr. Dulles' credit than to Mr. Khrushchev's. In his withdrawal from active political life Mr. Dulles took with him a remarkable measure of esteem and, from those who had really known him and worked with him, like Mr. Macmillan and Mr. Selwyn Lloyd, deep and genuine affection.

The President's loss was and is grave, and it is a gauge of the special, the well-nigh unique character of the relationship between the two men. It is unique between President and Secretary of State—at any rate, in modern times—but it is certainly not unique in the pattern of Mr. Eisenhower's own life and career. The President needs, and has always needed, someone on whom to rely. For a variety of reasons all his familiar personal pillars have now been taken from him; Mr. Dulles was the last and the staunchest. A solitary Eisenhower is certain to be a sad Eisenhower. Will he be an Eisenhower without a policy ?

A LONG DAY FOR THE NEW SECRETARY OF STATE: Late in the evening Mr. Herter walks along a deserted corridor in the State Department in Washington. Mr. Dulles' successor suffers from osteo-arthritis and usually supports himself on metal crutches.

It is my suspicion that he will not be solitary for very long, and that Mr. Herter, whether he wants it or not (and he gives every indication of being a cautious and prudent politician), will find himself in an intimacy with the President, and an eminence, and an influence on all major American decisions, all of which would have seemed to him inconceivable only a few weeks ago. Mr. Eisenhower's modesty is not an affectation; he defers naturally and candidly to the opinion of anyone who proves himself to be an expert in any of the many fields of human activity in which the President considers himself an uninstructed amateur.

The opportunities for the exercise of statesmanship which lie open to this quiet, gentle, hitherto relatively unknown man are breath-taking. It is important to realise that he is no pale, small-scale imitation of his predecessor. Mr. Dulles devoted years of his life, in study and labour, consciously to the purpose of becoming Secretary of State; his mantle has fallen, by the harsh accident of illness, on Mr. Herter, who never, so far as it is known, manifested any ambition of this kind. He has a more diffuse—one might almost say, if it were not apt to be regarded as an opprobrious suggestion, a more English—concept of public service; he is a Bostonian by inheritance, the son of an artist, internationalist by temperament, liberal Republican by inclination. His mind moves with a rather refreshing empiricism; he does not cleave to an inwardly revealed faith, in matters of international relations. Rather he tests situations and theories as they arise.

He demonstrated his cast of mind very frankly before the Senate Foreign Relations Committee, in the observations he made in the process of having his nomination to his new post confirmed by the Senate. This process, by the by, was considerably hastened: there was none of the customary ten-day delay between nomination and aspiration; indeed, as Senator Fulbright, the Chairman of the Foreign Relations Committee, discovered from questioning Mr. Herter himself, such delay as there was had its origin elsewhere. The President, the day before Mr. Dulles' resignation was announced, offered Mr. Herter the post on condition that his health was satisfactory. Any idea, therefore, of hesitation on the President's part, and any hint that Mr. Herter was not his first choice, were shown to be inaccurate. And as the leader of the Democrats in the Senate pointed out with some force, the speed of the confirmation of Mr. Herter's nomination was intended to show the world, on the eve of the preliminary meeting in Paris before the Foreign Ministers' conference, that America is united behind the Secretary of State.

Mr. Herter dealt cautiously with the issue which, at that time, was still uppermost in American minds—Berlin. No minor incident, he argued, should be treated in such a way that it would become the excuse for starting a nuclear conflict; and he made it clear that he himself believes that the Soviet Union is " realistic enough " to avoid any action which would be bound to lead to a conflict of this kind. He said categorically that the accidental shooting down of an American aircraft over the Berlin corridor would not justify a war, thus putting the vexed question of " Who provokes whom ? " in its proper place—for the time being, at any rate.

" I do not believe," he said, " that the United States would be justified in using nuclear bombs in the first stages of any hostilities that might arise from the Berlin crisis. We would have to take protective measures with what limited forces might be available. But if it became clear that the Russians were going to carry this thing to the point of all-out war, then we would have to think very seriously about our position."

These are not the words—or the sentiments—of a fire-eater. Nothing could be more moderate or more seemly. It was courageous of Mr. Herter to speak as he did, even if he earned from Senator Bridges, a Republican from New Hampshire, the perhaps predictable comment that some people fear that he will not be as firm as Mr. Dulles was in " standing up to the Russians."

Nobody in his senses, it seems to me, could possibly envy Mr. Herter—or, for that matter, any of the Western Foreign Ministers—the responsibilities with which they are all confronted. They seem to grow more complex and more formidable as time passes. One of Mr. Dulles' outstanding merits was that he strove arduously to seize and hold the moral as distinct from the sheerly physical initiative in the Cold War. He was not granted anything like complete success in this endeavour. As compared with Communism's deliberately monolithic structure, the Western Powers' variety and diversity of aims and aspirations (as well as interests) creates an impression of very vulnerable disunity.

Mr. Herter, in addition to the difficult challenge which he faces, has the chance to refashion Western unity. If the new Secretary of State were to do that, we in the West should have the initiative, and we should no longer be on the defensive. That chance—superb or forlorn, as you choose to regard it—does seem to me thoroughly enviable.

ENTRANCE TO THE ST. LAWRENCE SEAWAY: The Canadian Government ice-breaker *Ernest Lapointe* clears the ice in the river in front of the Jacques Cartier Bridge, at Montreal. In the distant background is the Victoria Bridge, which is just before the St. Lambert Lock, the first lock of the new Seaway. Many ships, including ocean-going foreign vessels, were waiting at Montreal for the opening of the Seaway, expected last Saturday. The official opening ceremony by the Queen and President Eisenhower will be on June 26.

BREAKING THE ICE

The Start of Navigation on the New St. Lawrence Seaway and the Great Lakes

ough the official opening of the St. Lawrence Seaway by the Queen and President Eisenhower will not take until June 26, navigation was expected to begin on lay of last week. The start had already been delayed e days because of late ice on Lake St. Louis, just Montreal, and a Canadian Government ice-breaker e the first ship to use the Seaway when it passed gh the St. Lambert Lock, the first lock of the Seaway, r away the floes. The delay meant that many ocean- ships from Europe and the United Kingdom were g in Montreal harbour.

e St. Lawrence Seaway project, costing £167,000,000, ndertaken jointly by the United States and Canada, s started in 1954. The Seaway itself consists of that f the River St. Lawrence stretching from Montreal to the eastern end of Lake Ontario. New channels, locks and canals which have been constructed will give a depth of 27 ft. of water from the ocean to the lakes. Final dredging work should be completed by June 1, but until then ships will be restricted to a draught of between 24·5 ft. and 25·5 ft. Eventually sea-going ships will be able to navigate from the Atlantic to all five of the Great Lakes, realising the concept of a "fourth coast" for the United States. Despite the many problems that have still to be solved—canal tolls, pilotage, traffic congestion, and the transfer of cargoes to other ports during the winter when the St. Lawrence is frozen—there is optimism in all the Great Lakes ports about increased trade. The Seaway Authority itself is hoping that the tonnage of shipping using the St. Lawrence will be three times greater than previously.

THE FIRST SHIP TO ENTER THE ST. LAWRENCE SEAWAY: She is the icebreaker *Ernest Lapointe* passing through the first lock of the new Seaway to clear ice-obstructed waters further upstream. Navigation on the Seaway was delayed for five days.

CUTTING A WAY THROUGH THE ICE ON LAKE SUPERIOR: The U.S. Coastguard ice-breaker *Mackinaw* clears a passage in Whitefish Bay, at the south-eastern end of the lake, for the first cargo vessels of the 1959 season. They were carrying iron ore to Gary, on Lake Michigan.

A MODERN SWEDISH HOUSING SCHEME: Each of the chain houses is separated from its neighbours by storage space and garages, and is bounded by a tall wooden fence. Self-contained, the houses are of the two-storey type. On the ground floor are a large combined kitchen and dining-room, with a large window facing south (seen in the picture), three bedrooms, a combined bathroom and laundry, a separate water closet and store-rooms. Upstairs is a large living-room, connected by french windows to a roof balcony, and the parents' bedroom.

CHAIN HOUSES

New Designs for Living in Sweden and Britain

There are several different solutions to the problem of how to cope with the demand for modern, well-equipped, inexpensive and easily-managed homes. In some places old buildings have been torn down and replaced by modern houses and flats, while elsewhere huge multi-storied blocks have been built. On an even greater scale are the new towns, such as Stevenage New Town, in Hertfordshire, which the Queen visited last week. Here is a completely new community where not only homes have been built, but shops, a social centre, new factories, and other amenities.

Sweden, too, has a housing problem, and at Upsala, a town about forty miles north of Stockholm, is an example of how one group of people solved it. Forming themselves into a housing association, fourteen doctors approached the town architect, Hr. Olof Lefvert, and asked him to construct their homes. The architect suggested chain houses, pointing out the advantages that such houses have over terrace houses. The two types differ in that the latter are built wall to wall, while chain houses are separated by store space and garages. The doctors accepted the suggestion, and the development was carried out.

The houses have two storeys. On the ground floor are the "wet departments"—kitchen, bathroom, and water closet—all close to each other. The dining-room is combined with the kitchen in one large room which is given the best placing, the large window facing south. From the kitchen there is access to the bathroom with which is incorporated the laundry. From the bathroom there is a door leading to the terrace and garden. Another door to the terrace and garden is in the entrance hall. Also downstairs are three bedrooms. The living-room is upstairs with a window directly above that of the kitchen-dining-room and of the same size. French windows lead out on to the roof balcony. Adjoining the living-room is the parents' room.

THE SPACIOUS LIVING-ROOM OF A CHAIN HOUSE: The large window, facing south, is directly above the window of the combined kitchen-dining-room downstairs. On the left of the living-room is the open fireplace. The walls are of deal and, with the exception of the window wall which is brown, have been painted yellow. Oriental carpets partly cover the floor, which for economy reasons has been laid with linoleum.

NEW HOUSES IN ENGLAND: This row of similarly-designed houses is in Valley Way, in Stevenage New Town, Hertfordshire. *Below*—Of a different and more unusual design, the houses are in the same district of the new community. The Queen's official visit to Stevenage last week included calls at factories, the shopping centre and an old people's bungalow.

On left—
PRACTICAL PLANNING: The three-year-old son of the owner of one of the chain houses hides in the corner of the sofa in the upstairs living-room. The children's room is downstairs. The occupants have expressed great satisfaction with the practical layout of the houses.

Below—
A COSY CORNER FOR READING: It is in the living-room of Hr. Olof Lefvert, the architect who designed the houses and who now lives in one of them. He undertook the plan for fourteen doctors.

A WORKROOM FOR THE ARCHITECT: The designer of the chain houses sits at his table in a small room adjoining his bedroom upstairs. Reflected in the mirror is another small room which his wife uses for sewing.

HAT-TRICK AT BADMINTON

On the Tenth Anniversary of the Three-Day Equestrian Event, Mrs. S. Waddington Recorded Her Third Successive Win Despite Appalling Weather Conditions

By BRIAN VESEY-FITZGERALD

ELEVEN years ago there was no Three-Day Event at Badminton—nor anywhere else in Britain for that matter. The first Three-Day Event was held at Badminton on April 20, 21, and 22, 1949. It is difficult to realise that now, for to-day the Three-Day Event at Badminton is an established feature of the social and sporting year, attracting enormous crowds on each day. This year, its tenth anniversary, Badminton was bigger than ever: so big indeed, that the entry (originally 103, though withdrawals had reduced it to 60) had, for the first time, to be divided into two sections. Thus, there were this year two trials: "Great Badminton," in which the leading British and foreign horses competed, and "Little Badminton," reserved for horses which have not yet quite made the top grade, but which are very good horses for all that.

So popular a spectacle has the Badminton Three-Day Event become that its history and purpose have become rather over-shadowed; it may be quite unknown to many of those who go to watch. It was born as a direct result of the Olympic Games of 1948. Great Britain did not shine in that Three-Day Event: in fact, we were outclassed. What made it much worse was that we had not expected to be outclassed. In the Berlin Games in 1936 we had (due entirely to the Army Equitation School) won the Bronze Medal, and I think that in 1948 we took it more or less for granted that we should be there or thereabouts, even though we had to produce a team from scratch. The standard of the foreign competition at Aldershot in 1948 was a revelation, and a shattering one. It was evident that, if we wished to make any sort of a showing at Helsinki in 1952, some very hard work would have to be put in, for a team would have to be found and trained, and there was not much time.

There was more involved than the finding and training of a team. An attitude of mind had to be overcome. It seems unbelievable now, but it is a fact that before the 1948 Olympic Games most English people (and this includes the riding fraternity) had never so much as heard of a Three-Day Event. There were a few men of an older generation, most of them Weedon-trained, who were enthusiasts; but of the new post-war generation of horsemen, most of the few who had heard of a Three-Day Event were inclined to sniff rather contemptuously.

Dressage plays an important part in the Three-Day Event, a very important part, and there was then—although it would be strenuously denied now since people have short, or, at any rate, convenient, memories—a marked tendency to regard dressage as rather "precious," "dancing-master stuff," something that might be all right in Vienna or the circus, but was unworthy of the attention of real "he-men" horsemen. Show-jumping was another matter altogether. You had to be a real man to take a horse over jumps like that. (The Misses Palethorpe and Smythe had not then really arrived to show them that you did not have to be.) Moreover, British show-jumping was already very well-organised, had begun to capture the attention of the general public, and was soaring towards the crest of the wave. It was not surprising that we thought that the Grand Prix des Nations was the supremely important thing, and concentrated on that. British show-jumping met with great success, for we won the Bronze Medal in 1948, the Gold Medal in 1952, and the Bronze again in 1956.

So it came as a very considerable shock to realise at the 1948 Olympic Games that other nations did not agree with us; while they would be delighted to win the Grand Prix des Nations, and would make every effort to do so, they would far, far rather win the Three-Day Event; it was this that they regarded as the greatest (and toughest) of all equestrian competitions; and it was this event that really carried the prestige. In this so highly-esteemed event in 1948, our scratch and untried, but wonderfully gallant, team was thoroughly outclassed.

Here was a truly stimulating challenge. But there was also involved something more than that. Prestige in the horse world is very important to us as a nation. There is enormous prestige attached to winning the Gold Medal in the Olympic Grand Prix des Nations; no one would deny that. But the Three-Day Event is on a different plane altogether, for it includes dressage, a speed and endurance test over a very difficult cross-country course, and show-jumping, and there are time limits imposed. It is a severe test for the horse in stamina and speed as well as in jumping ability and obedience. For the rider it is the supreme test of horse-mastership as distinct from mere horsemanship. It demands very special qualities both in the horse and the rider.

It is our national boast not only that we produce the best thoroughbreds in the world (which is, broadly speaking, true), but also that we breed the best riding-horses in the world and produce the best riders over country. This may or may not be true: it is precisely these things that the Three-Day Event is designed to find out. It is not much good making such a boast as this if you cannot support it in practice. We did not support it in practice in 1948, simply because we had no team trained to do so and no facilities for the training of one. Continued failure to support it in practice (that is, in face of the toughest International competition) would obviously have affected our reputation in the horse world very seriously, and would inevitably have had repercussions reaching far beyond mere equestrian competitions.

The enthusiasm and generosity of the Duke of Beaufort provided the perfect facilities at Badminton; and the British Horse Society undoubtedly made the most of them, showing a drive, foresight and determination which took a good many people by surprise. The result has been positively amazing. In 1948 we were outclassed. Four years later—and few people would have considered four years time enough in which to produce a team of Olympic standard—we came within 150 yards of the Gold Medal. In fact, we were eliminated: but that was due to the grossest ill-fortune, not to incompetence. In those four years the seemingly impossible was achieved.

The right type of horse was found (the Three-Day Event horse must possess a good deal of the speed of a steeplechaser, the initiative and stamina of a first-class hunter, the discipline and deliberation of a show-jumper, combined with the agility, balance and brains of the good dressage horse) and the right type of horseman. The two were matched and trained together to a pitch of perfection that, but for bad luck, would have won the world championship. Four years later, in 1956, fortune was kinder and we won most convincingly. The boast that we breed the best riding horses in the world and the best riders over country has surely been made good. It could not have been, had it not been for the facilities and the stern competition provided by the Badminton Three-Day Event.

Next year the Olympic Games come round once more, and we may be sure that the competition in the Three-Day Event will be fiercer than ever, for the Olympic standard in every branch of sport is always being raised. Judging by Badminton this year—a Badminton carried through in most unhelpful conditions, for very heavy rain had made the going deep and there was an unseasonable chill in the wind which a fitful sun on the last evening did little to dispel—Great Britain will be represented by a team well able to hold its own, capable (given that little luck that is essential in all competition) of winning another Gold Medal as convincingly as did the 1956 team. This, even though we shall not be represented by our best possible team: for we shall be without the services of Mrs. Waddington (Sheila Willcox). Ladies are not allowed to take part in an Olympic Three-Day Event.

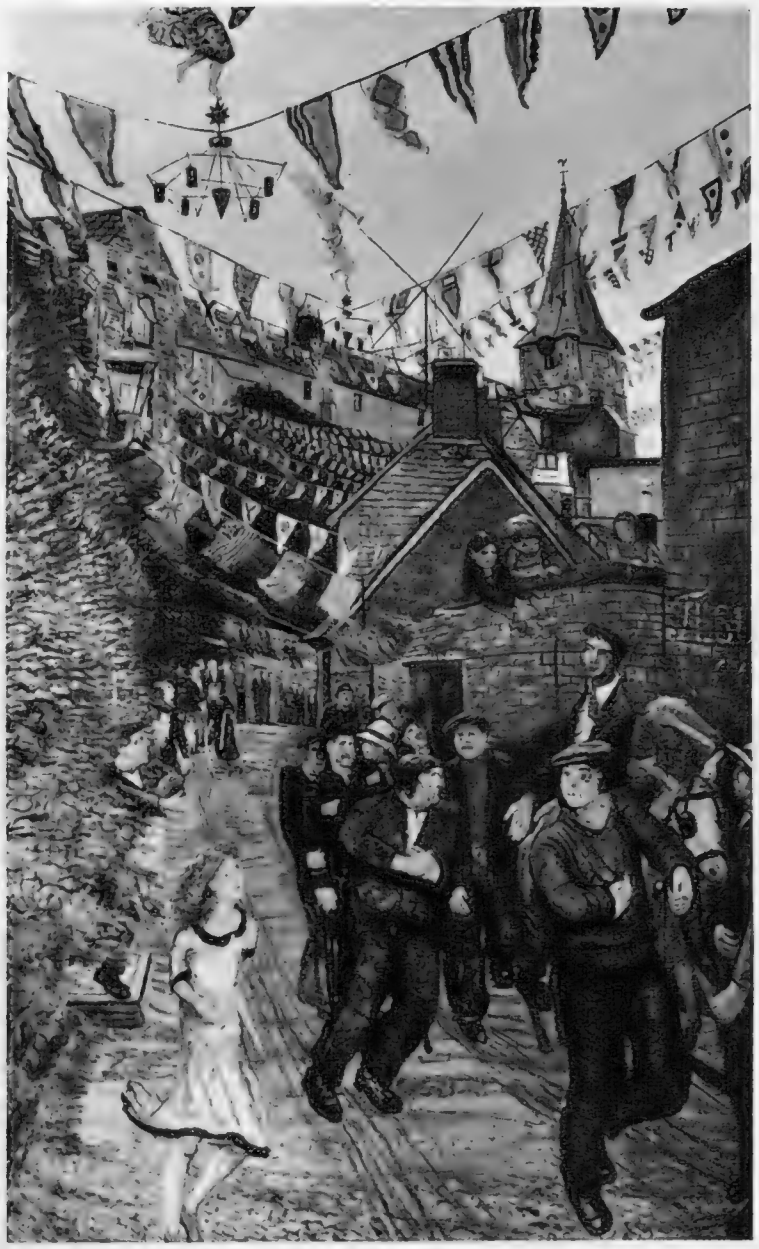
This year Sheila Waddington recorded her third successive win, an unprecedented performance. In 1957 and 1958 she won with her famous High and Mighty, but remarkable as those victories were they cannot compare with her achievement this year. Despite the mud, she won with Airs and Graces, a seven-year-old, who was competing at Badminton for the first time and was, moreover, appearing in only his second Three-Day Event. He had behind him two horses of the Gold Medal team of 1956. It was a triumph for skill, physical fitness and horse-mastership. Mrs. Waddington had superb confidence in her horse and herself. Having secured a commanding lead in the dressage on the first day, she did not press her young horse in the endurance test on the second day, and even so experienced a horseman as *The Times* equestrian correspondent considered that she might have frittered away her advantage. She came to the final day, and the show-jumping, in second position, gave nothing away, and won. It needed great courage, superb confidence, to let that initial advantage disappear. It also showed a heart-warming concern for a young horse.

CROSS-COUNTRY AT BADMINTON: *Left*—**Mr. E. E. Marsh on Blue Jeans takes the Vicarage ditch and birch fence, on the second day of the Great Badminton Championship.** *Right*—**Mrs. S. Waddington on Airs and Graces clears a 3-ft. 9-in. bush fence. She achieved the feat of winning the Three-Day Event for the third year running. Mr. Marsh finished sixth on Blue Jeans and third on Wild Venture.**

Despite the conditions, which really were very unpleasant until the final evening and which made access very difficult, the attendance this year could not have been much below that of last year, which was, I should think, a record. This is the other great achievement of Badminton: that in ten years it has made the Three-Day Event a popular sport with a vast public appeal.

So far as the Event is concerned, the number of entries and their standard has risen year by year. This means that the standard throughout the country is steadily rising. Judging by "Little Badminton" this year, the future is bright. It is most satisfactory to note that, despite the increased popularity and the much keener competition, there has been no falling-off in the manners of the competitors. It would be impossible to find a pleasanter atmosphere than that at Badminton.

This is reflected in the crowd. Badminton has become a Royal occasion, and the crowds are not composed entirely of horse-lovers. A good many come the first time to stare at the famous: they come the following year with a keen interest in the Event itself. This is rather astonishing, for the Three-Day Event has none of the glamour of show-jumping under floodlights, none of the histrionics. It is every whit as exciting, but much more technical. Yet now, and only ten years after the first Badminton, you will find a crowd of many thousands watching the Dressage in absorbed silence. Many of those thousands will never have been on a horse in their lives. For the rest, even in wet weather, it is a grand day out. It does not matter what you go to Badminton to see, it 's there to be seen and enjoyed in most lovely surroundings. Well, no: that is not true of everyone. This year, for the first time, the League Against Cruel Sports had "inspectors" at Badminton. They must have had a miserable time in that weather, for they certainly did not see what they came to see.



" Entry Into Jerusalem," by Carel Weight, A.R.A.

" Rio S. Trovaso, Venice " is a water-colour by Henry Rushbury, R.A., the Keeper of the Royal Academy.

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ROYAL ACADEMY OF 1959

A Selection From the Exhibits at Burlington House

The 191st Exhibition of the Royal Academy of Arts opens to the public to-day (May 2) at Burlington House, in London. It will close on August 16. This year's exhibits—paintings and sculptures—total 1,542. Last year the total was 1,493 and in 1957 1,554. In size the show is up to average, in talent it displays a wide range of styles. Besides paintings in the more conventional manners, some of the canvases reflect the continuation of the policy of the Royal Academy in encouraging experimental works by younger artists.

Tastes among viewers inevitably differ but a large painting which will certainly attract attention is Gilbert Spencer's " Artist's Progress," which is a mural for the restaurant of the Royal Academy. Another sizeable canvas which catches the eye is " Trooping the Colour," by William Roberts. John Merton, who last year gained the rare "A" award for acceptance on unanimous vote of his portrait of the Countess of Dalkeith, has this year contributed " A Myth at Delos."

The Academy of 1959 is especially notable for the fact that it has two new portraits by Augustus John. One of them, " Dorelia "—and this a particularly fine work—is of his wife; the other is entitled " Simone." There is a certain pathos attached to the portrait of Dame Peggy Ashcroft as Imogen by the late Anthony Devas. It is the last work painted by this artist and the title includes the quotation from *Cymbeline* " I see a man's life is a tedious one." He had apparently made a note of this line shortly before his death. As always there are some paintings on religious themes, which will probably be regarded as " problem," and abstract works balance the formal landscapes of scenes in Britain and elsewhere in the world. Sportsmen will not feel out of place in the galleries. As might be expected, some contributions from Sir Alfred Munnings are concerned with racing. Association Football receives recognition in Ruskin Spear's scene " Saturday at Fulham," outside Craven Cottage, the Fulham Club's ground.

" An Artist's Progress ": Mural Painting for the Restaurant of the Royal Academy, by Gilbert Spencer, R.A.

(Further pictures on following pages)

ROYAL ACADEMY OF 1959

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On right—
"*Peggy Ashcroft as Imogen,*" by the late Anthony Devas, A.R.A.

"*Hulks, 1957,*" *by Tristram Hillier, A.R.A.*

"*Departure*" *is a work by Richard Eurich, R.A.*

"*Dressmakers,*" *by Robin Guthrie.*

"*Dorelia,*" *by Augustus John, O.M., R.A.*

"*Road in Kensington,*" *by Joan Warburton.*

"*Les Mouettes, Cap d'*

in this year's Royal Academy Summer Exhibition.

"The Beach, Broadstairs," by Clarence E. Blackburn.

"Trooping the Colour," by William Roberts, A.R.A.

"Private View, Manchester," by L. S. Lowry, A.R.A.

Ail," by Charles Cundall, R.A.

"The Shadow of the Temple of Saturn," by John Aldridge, A.R.A.

THE SWAN IN SPRING

A Time of Vigilant Activity in the Nesting Season

In spring, the swan deserts its usual haunts to reappear later accompanied by a string of cygnets. During this period the pair of parents build a nest among the rushes and reeds in a secluded backwater. In the hollow of the loosely-stacked vegetation the pen or female swan lays a clutch of eggs, which she hatches alone. Not far away the cob stands vigilantly on guard. If another cob approaches, the guardian of the nest drives him away, approaching until the two swans are nearly standing breast to breast. Usually they do not strike each other but circle round—sometimes twenty or thirty times—until the intruder has been driven away. Later, both parents stand guard over their young, spreading their wings like sails. In this manner, the swans pass the nesting season, a period of unusual activity, as is shown by the pictures on this page.

At other times, the swan is to be seen floating idly on the surface of the water, maintaining its position by slow strokes of its powerful webbed feet. Rarely does it attempt the difficult transition from swimming to flying, a manœuvre accompanied by clouds of spray. For this, to the onlooker, seems to demand a great deal of effort as the bird endeavours to gain enough speed to take off, its wings striking vehemently on the water. In flight the swan presents a majestic if somewhat melancholy sight, the neck stretched out straight and the wings beating slowly.

For centuries, the swan has been hymned as a symbol of grace, compared to the hapless goose. The white plumage has made it an image of purity and grace, and swan-like has become a compliment to beauty. For the Elizabethans and Jacobeans the swan was a symbol of majesty as well; Ben Jonson, writing in memory of his friend William Shakespeare, apostrophised "The Sweet Swan of Avon." The image of the white and graceful swan reflected in the still water on which it floated has haunted many poets; Wordsworth wrote of the swans on St. Mary's Lake and Hood used similar words to express the same kind of scene. It is an interesting speculation to consider whether this poetic vision would have had less common currency if the activity and fierceness of the nesting time had been more easily seen.

REFLECTED IN THE STILL LAKE WATER: Its feet trailing in the calm water of a lake in Switzerland, a swan takes off, its wings beating rapidly in the effort to leave one element for another. In spring both the male and female swan become nervous and wary as the pen sits on her eggs and the cob protects the nest from other swans and from human intruders.

A PICTURE OF POWER AND GRACE: Its long neck stretched out and its legs trailing, a swan leaves the lake, creating a long wake of foam. Although most often seen floating gracefully and nearly motionless on the water, swans are also impressive in the air when they show the power and width of their wings. The spring is a time of great activity.

THE SHAPE OF A SWAN'S WINGS: The two pictures *above* and *below* show how the long wings bend during the powerful upward and downward movements.

UNUSUAL VIEWS OF THE SWAN: *Left*—A cloud of spray is left by the bird as it appears to stride across the surface of the water. *Right*—Its wings are hooded and its legs plough through the water as it endeavours to slow down. Although graceful at rest, a swan does not appear at its best during the transition from swimming to flying.

LONDON'S HELIPORT

A New Airstrip by the Banks of the Thames

It would be an exaggeration to say that Londoners can now summon a helicopter in the same manner as they hail a taxi. But a step forward towards that dispensation was taken last week. In opening Britain's first heliport at Battersea, Mr. John Hay, Joint Parliamentary Secretary, the Ministry of Transport and Civil Aviation, envisaged a future when Central London might be served by several such facilities. Battersea, he said, was intended as an experiment as well as a commercial proposition. Much experience would be gained regarding such problems as noise, safety and expense and from the results future plans would be drawn up.

Mr. Hay handed the Ministry licence for the heliport to Mr. Eric Mensforth, the Chairman of Westland Aircraft. This is the helicopter manufacturing company which has built the airport as a private venture and offers its facilities in return for a landing fee to private owners and commercial concerns. Also there is a "taxi" service in operation managed by Bristow Helicopters. Their aircraft are ready to carry either passengers or freight. Permission has been granted for the use of the site for seven years.

A ... AND UNIQUE THAMES-SIDE ...RE: The picture taken from ... shows the Westland Heli... t Battersea on the day of its ...ng last week. It is London's fi... -eliport to be designed as such ... e only commercial heliport ... ain. Built by the Westland ... Co., the structure is T-shaped, ... out over the Thames on piles. ... rcial operators and private ... can use it on payment of a ... fee and Bristow Helicopters ... n a "taxi" service from it in ... rcraft for passengers or freight.

On ...t—

THE ...ENING CEREMONY: Details are ...ed out from the Control Tower to ... John Hay, Joint Parliamentary Secretary to the Ministry of Transport and Civil Aviation, after he had formally opened the heliport.

COMING IN TO LAND: A Westland Whirlwind touches-down on the runway. On the far side of the river is the Fulham Power Station with its tall chimneys. For the time being the heliport operates only for daylight flying.

CONTROL TOWER AND RUNWAY: Through the glass of the structure at the side of the heliport, the controller watches a Westland Whirlwind land. *On left*—Two helicopters stand on the runway while a third flies above.

THE QUEEN MOTHER AND PRINCESS MARGARET DINE WITH THE ITALIAN PRESIDENT: Queen Elizabeth, the Queen Mother, shakes hands with President Gronchi as she arrives at the Quirinal Palace. On the right is the President's wife, Donna Carla Gronchi, and behind is Admiral Luciano Bigi, the head of the Presidential Military Household. The Queen Mother and Princess Margaret were the guests of the President at dinner on the second day of their private visit to Rome. After the dinner there was a reception with a display of Italian folk dancing.

On left—

AT THE AIRPORT: Standing under an umbrella in the pouring rain Princess Margaret extends her hand in greeting as she arrives at Rome's Ciampino Airport to begin the five-day holiday.

AN EVENING AT THE QUIRINAL PALACE: Princess Margaret smiles as she arrives at the Presidential Palace, in Rome, for dinner with the President on the second day of the visit. The Queen Mother is talking with President Gronchi.

THE ROYAL VISIT TO ROME

The Queen Mother and Princess Margaret in the Italian Capital — Dinner at the Quirinal Palace, Sight-seeing, and an Audience with the Pope

THE QUEEN MOTHER UNVEILS A STATUE OF BYRON: Queen Elizabeth talks with the Mayor of Rome, Signor Urbano Cioccetti, after she had unveiled the monument in the Borghese Gardens. The statue was erected by subscriptions from Italy, Britain and America.

AMID THE RUINS OF OSTIA ANTICA: During her second day in Rome Princess Margaret stands at the top of the steps in the ancient port of classical Rome. She spent the morning at Ostia and returned to Rome in the afternoon to tour the churches

AN AUDIENCE WITH THE POPE: The Queen Mother and Princess Margaret arrive at the Vatican to call on the Pope. Both wore long dresses of black lace, with fine veils. They were received by the Pope in his private library and spent twenty minutes with him. The Pope gave Princess Margaret a gold medal of his Pontificate and the Queen Mother a mosaic from the Vatican studios portraying the Madonna and Child. It was Queen Elizabeth's first visit to the Vatican and the Princess's second.

On right—

AT A NIGHT-CLUB IN ROME: Princess Margaret arrives at the Cabala Club, one of the Orso restaurant which claims to have been an inn since the Middle Ages. There were over a hundred guests in the private party which took over the club for the evening. The Princess danced for five hours.

LEAVING THE VATICAN: Accompanied by Count Chiassi, the Privy Chamberlain of Cloak and Sword, the Queen Mother leaves the Papal Palace. After the audience with the Pope, she talked with Commonwealth seminarists who had assembled in the Vatican.

PRINCESS MARGARET AT ANCIENT ROME'S PORT: With Mr. H. A. P. Hohler, British Minister in Rome, on her left and Signora Squarciapino, the Inspector of the Rome Department of Fine Art, on her right, the Princess walks through the grounds at Ostia. *Left*—Signora Squarciapino explains some of the features of the ruins to the Princess.

IN WINDSOR GREAT PARK: The sweeping natural contours of the land in the Valley Gardens enhance the trees and shrubs planted in the Royal Park at Windsor. From 1931 the planning of the gardens has been under the supervision of Sir Eric Savill, the Deputy Ranger and Deputy Surveyor of Windsor Park. The Royal Family's connection with the gardens has been close ; the late King George VI, as Ranger of Crown Lands, took a great personal interest in their development. Over 200 acres of land have been planted with a range of plants from all the temperate regions of the world. The pictures on these pages have been taken from *The Gardens in the Royal Park at Windsor*, by Lanning Roper.

On right—

A GREAT OAK: This magnificent specimen, probably over 800 years old, is one of the trees in Windsor Great Park. In January of 1958, the Crown Estate Commissioners issued a statement which gave, for the first time, official status to the gardens. The existing acres and a further area of land near Virginia Water, amounting in all to about 600 acres, were allocated for horticultural and arboreal development. Sir Eric Savill became the first Director of the Gardens and Mr. T. H. Findlay, Keeper. Much of the new area is for the cultivation of trees.

GARDENS AT WINDSOR

The Royal Park Contains Plants from all the World's Temperate Regions

Although his home may be his castle for many Englishmen his garden is his delight. In a tradition which reached its full flood perhaps in the eighteenth century, landscape gardening has been a prerequisite of many stately homes. At present and in the future, it seems highly unlikely that gardens on the scale and magnificence of the past are or will be possible. The gardens in the Royal Park at Windsor stand out against this background; largely developed since the war they cover many acres in Windsor Great Park, and include possibly the most representative collection of rhododendron species in the world, as well as trees, shrubs, and flowers from all the temperate regions of the world.

In his book *The Gardens in the Royal Park at Windsor* (Chatto and Windus 63s.) Mr. Lanning Roper shows how, with the inspiration of the late King George VI and the present Queen Mother, Sir Eric Savill, as Deputy Ranger and Deputy Surveyor of Windsor Great Park and the Windsor Estate, undertook the transformation of the park into a landscape planned to enhance a remarkable collection of flora. In 1931 there was not a garden in the whole of the Park. To-day more than 200 acres are planted, part of a total of 600 acres laid aside for development. It was not until the beginning of last year that the gardens received any official status. At the same time the Crown Commissioners appointed Sir Eric Savill as the first Director of the Gardens. Much of the land has been laid aside for the cultivation of trees from all over the world which are likely to prove hardy in the English climate.

The author shows how the greatest possible use has been made of the natural features of the park, the woodlands, hills, streams and lakes. Against this background the collection of rhododendrons, a selection of North American lilies, and a wide range of Asiatic and American magnolias can be seen to their fullest advantage. The knowledgeable and comprehensive text is enhanced by a selection of brilliant colour-plates and by numerous monochrome pictures. Although many plants have been included for their botanical rather than horticultural interest, the parklands are not botanical gardens, but rather a notable creation in the history of landscape gardens and Mr. Roper's book is a worthy tribute to this achievement and its architects.

" Where order in variety we see,
And where, though all things differ, all agree."

BEFORE AND AFTER CLEARING OPERATIONS: *Left*—Looking towards Virginia Water work is being carried out in the Valley Gardens. This was during the winter of 1946. *Right*—In the spring of 1955, a cleared ride to Virginia Water has appeared as the result of landscape-gardening on the same vista. Up to 1939, gardening at Windsor was limited to the Savill Gardens and these during the war became almost a wilderness. The Punch Bowl, the Valley Gardens and the Rhododendron Species Collection have been created since 1946.

A WEALTH OF BLOOMS: In the Savill Gardens during the months of May and June an extremely varied collection of plants can be seen in flower. Since 1946 many different species of lilies have been planted in this part of the park, inspired by the Queen Mother's enthusiasm for the genus.

A REGION OF NATURAL BEAUTY: Tree-trunks are reflected in the Upper Pond with its border of kingcups. A ditch which fed the Obelisk Pond was converted into a stream widening to form the Upper and Lower Ponds.

MOVING THE RHODODENDRONS: At Tower Court, Ascot, a 20-ft. specimen of *Rhododendron diaprepes* is prepared for lifting. *Below*—The same plant is unloaded at Windsor from a tractor-drawn trailer. This was part of the move of the collection of rhododendron species of Mrs. J. B. Stevenson, which were acquired for the Windsor gardens.

A DELICATE PATTERN OF TREE AND FLOWER: A curving path in the Valley Gardens is bordered by *Prunus yedoensis*—a flowering cherry with a lacy-white blossom—and *Rhododendron pemakoense*. Many bold groups of this soft pink flower bloom during the spring. The Rhododendron Species Collection is believed to be the most complete in existence.

GUILDFORD CATHEDRAL

Work Goes Ahead on the Construction of the West End

The new Guildford Cathedral, on Stag Hill, is the only one to be erected on a new site in the South of England since the Middle Ages. It is being built on a site given by the 5th Earl of Onslow and is surrounded by land given by the late Lord Bennett, former Prime Minister of Canada, to commemorate the Canadian soldiers stationed round Guildford in two world wars. Although work on the new building started in 1936, it was abandoned during the war and not restarted again until eight years ago. Since then, much of the east end has been completed. More recently, work has gone ahead on the construction of the nave, which has now reached its full length. The next stage is the erection of the west end, which will contain the main entrance. For this part of the work the Guildford New Cathedral Council will require a sum of £175,000 during the next twelve months. Quite rightly, the Council has decided against a temporary wall at a much smaller cost, as it has been pointed out that there were too many blank walls which have been put up as a temporary measure and have remained for "donkeys' years." More money will still be required for additional construction and decoration work.

THE WEST END OF GUILDFORD CATHEDRAL: With the partial completion of the nave, construction work goes ahead on the west end. This is now the last major part of the main body of the Cathedral to be erected before the Consecration of the building in the spring of next year. Other additions will follow. £175,000 will be required for the work at the west end.

On left—
GUILDFORD CATHEDRAL AS IT WILL APPEAR: Looking at the drawing are, from the left: Sir Edward Maufe, the architect; Lord Hamilton of Dalzell, Chairman of the Guildford New Cathedral Council, and Lord Bridges, vice-Chairman of the Council. Last week, Lord Bridges said that £300,000 had been collected for the Cathedral in the last eight years.

LOOKING ALONG THE NAVE: A mason is at work on one of the columns supporting the roof of the nave. In the background is the base of the supporting arches for the west gallery. The nave is flanked on each side by smaller aisles (ambulatories).

EAST END: The chancel, with the sanctuary and High Altar at the far end, have been completed for some time. Side chapels have also been completed as well as the central crossing, galleries and the lower part of the tower. The Cathedral crypt is in use for public worship.

On left—
THE MAIN ENTRANCE: The arches to support the gallery at the west end are taking shape. In the foreground can be seen some of the concrete piles to support the building. They have been sunk to a depth of 30 ft. The exterior of Guildford Cathedral is of red brick with facings of Clipsham stone. Reinforced concrete has been used for the roof vaulting.

PROBLEMS OF LAUNCHING A NEW CAR MODEL

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

DEMAND for motor-cars has not really been slack in Britain since mid-1956; it was given something of a boost last autumn when hire purchase restrictions were removed, became hesitant during the month or so before the Budget, and has surged up again since Mr. Heathcoat Amory fulfilled buyers' hopes and brought purchase tax down to 50 per cent. This meant a cut of about 5 per cent. in the price of a new car; and buyers have found to their pleasure that the trade-in values of the old ones they want to offer in part exchange have fallen, for the most part, rather less than correspondingly. Ordinarily one would expect these values to be adjusted down in full proportion, so that a buyer would not have gained much at all by waiting. But this year the trade and the industry are simply not quite ready to meet the upsurge of demand with ample stocks of new cars. This is partly due to the strikes that have bedevilled production in the motor industry since the beginning of the year; but also, in several cases, to the fact that current production has been slowed by the introduction of new models—introduced since the beginning of the year, or yet to appear.

So far this year new versions of the M.G. Magnette and later of the Morris Oxford and the Riley 4/68 have come from the British Motor Corporation, using variations upon the same elegant body shell, influenced by Pinin Farina, of Turin, that was used on the Austin Cambridge and the Wolseley 15/60 late last year. Ford has brought out "face-lifted" versions of its three bigger cars, the Consul, Zephyr and Zodiac. Vauxhall has introduced a smoothed-down Mark II version of its Victor, only two years after the design was introduced. The Standard Motor Company has introduced its Triumph Herald. Among the specialist makers, Daimler has shown a prototype of an impressive new sports car, which it says it proposes to produce mainly for the American market, and at the other end of the scale the tiny Berkeley sports car has installed a more powerful engine to give it performance commensurate with its racy looks.

And more are expected. No manufacturer cares to let his plans for new models leak out: they can kill demand for the models soon to be superseded before he is in a position to announce the new one—which means having enough on hand for dealers throughout the country to exhibit and begin selling. When and in what order the next new models will emerge, nobody outside the factory knows. But both B.M.C. and Ford have for some time been rumoured to have small "economy" cars ready to go into production. Ford may soon replace the long-lived "Popular," cheapest "full-sized" car in the world, but designed before the war, with something technically much more remarkable and equally good value for little money, and B.M.C. will eventually make at least major body changes in the Morris Minor, which is perhaps the most impressive piece of car design to come from any popular maker in Britain, but which in appearance reminds one it is nearly eleven years old. In the whole range of "baby" cars made in Britain, there are to-day no very young designs except the Austin A.40, Farina's first job for B.M.C., which as a semi-station-wagon is in a rather special class. Several of the others are all approaching that middle-age of design where sales and production directors could at any time decide to pass up the remaining goodwill in the design and take a chance on putting the next model into the showrooms.

Such decisions have to be made every two or three years for any big manufacturer with more than one basic model, though a selling life of six or seven years, in Britain and Europe, is by no means unusual for any car. (The Popular, the Minor, and abroad the Volkswagen and Citroen models, are much older; but all are exceptional phenomena even on this side of the Atlantic.) The decision is always momentous. Even if it involves mainly some form of "face-lift"—making the large Ford cars slightly longer and lower, altering the concave "metal sculpture" of the rear wing of the Victor into a smooth streamline, modifying radiator grilles and rear trunk lines for the Standard Vignale—it will mean some re-tooling, a number of experimental assemblies, and finally some interruption of the flow of production to bring in the new pattern. Where it means the introduction of complete new body shells, as in the newest B.M.C. ranges and the Rover 3-litre brought out last autumn, it means complete new tooling for the press shops, which are the most highly-capitalised part of motor manufacturing. When it means a wholly new design, springing and transmission as well as body—as in the case of the new Triumph Herald—it makes heavy demands upon the whole managerial and productive resources of a company.

The actual pattern and organisation of designing new cars varies between continents, and even between companies. In Detroit, until recently, looks mattered most; the aim was simply to build a more impressive kind of spaceship than the last, aided by motivational researchers, on top of the V-8 engine and strongly-braced chassis that had served so well for almost a generation. Fluid suspension systems were brought in as new saleable conveniences to succeed automatic transmission and power steering. The pace of competition required a new body per car per year; if a maker left it a year, as both General Motors and Ford have recently learned at different times, a substantial proportion of the Americans who have a new car each year were liable to leave his brand as well.

In Europe, after the war, models changed much less often, though every couple of years some minor changes would be made, and all the time components are being improved and engine power built up. Here the chief designer is an engineer, and, until the Italian body designers began to gain sway, the looks of the car definitely came second. The Volkswagen and the Citroen 2 c.v., for example, make few concessions to appearance.

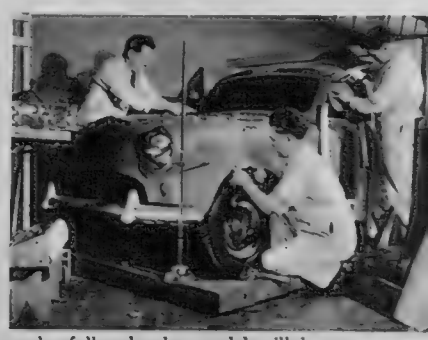
Britain came somewhere between these two extremes in its approach to car design. Men such as Alex Issigonis, who designed the Morris Minor and is once again mainly responsible for B.M.C. design, are primarily engineers, but this whole group has recently looked towards Turin for inspiration in appearance. Ford, over the years, has evolved perhaps the strongest "styling department" inside the British industry; though it takes advantage of the experience of its bigger brother in Detroit, its body designs are individual—leaning now, perhaps, towards an international Ford style throughout Europe. Vauxhall, which is a fully-owned subsidiary of General Motors, has followed Detroit more closely; it has never, for example, made a car as small as B.M.C., Ford or Standard. The Rootes Group has always paid particular attention to looks and to suiting its own rather selective type of customer; its range of size and price always differs somewhat from other big makers.

Whether one obtains body designs from outside specialists such as Farina or "grows one's own" as at Dagenham, there will constantly be a vast amount of imagination being put on paper in a motor company's styling department. Artists are encouraged to produce a steady succession of "dream cars," many of which will never drive farther than the edge of the paper; new designs not only for complete cars but for possible modifications of details are steadily stored up.

Design of a completely new model begins with managerial decisions about "the size of the package." The basic dimensions, wheelbase, engine pattern and placing, and room required inside form a datum for the engineering designers as well as for the body stylists: so does the price that top management has in mind. On the engineering side, a number of possible technical improvements may already have been tried out, in part, in existing models. But any radical departure—towards a rear engine, or a front-wheel drive, for example—will require a large amount of testing of alternative arrangements in "mock-up" chassis and test vehicles. The most promising body designs go forward to the clay-modelling departments, where quarter-scale models are built up on a wood framework, before final decisions by management, into which the whole design team will be called to suggest possible modifications or improvements. The final choice has to take account of economic use of materials, simplicity in tooling, structural strength, and ease of assembly, as well as how the car will look. Along with the original specification there will have been drawn up an outline engineering schedule; the time when a model can come into production, what it will follow, and what resources can be freed for it, all come into the equation.

From the last few alternatives, prototype bodies are built; by hand, but including every section that will eventually have to come off the machine. These prototypes are first subjected to rig tests, reproducing various sets of extreme conditions in which the car might have to be used; then mounted with engine and wheels and given thousands of miles of road tests under merciless conditions. It is only after alternative models have undergone these tests, and any modifications needed have been put in, that the design is finally "frozen" for production.

THE EVOLUTION OF AN AUSTIN: *Left*—Every new design starts its life as a rough pencil sketch which can form the basis of preliminary discussions between executives responsible for design, styling, marketing and service all over the world. *Centre and right*—Scale models of clay are made from the finished coach drawings as a guide to the production of full-scale drawings. A wooden "mock-up" of the interior serves as a guide for seat dimensions and control positions.



FULL-SIZE MODEL: After modifications and improvements, the full-scale clay model will be indistinguishable in appearance from the finished car. It serves as the pattern from which a steel prototype is made, and ultimately as a guide for the actual steel-pressing dies.

On the body alone, tooling for a new car may require 500 to 1,000 dies for the giant presses; all of these have to be designed and machined with great precision. Here again wooden patterns are built up, from which the basic castings are made; from more precise models, acting as guides for automatic contour milling machines, the final dies are machined out. On the engineering side, machining programmes for the engine block, crankshaft, gear-box, differential and other basic components have to be set up; the company's purchasing department will for some time past have been arranging for the manufacture and supply of "bought-in" components.

Between the first specification and the day when the first few models are assembled on the production line, from three to five years may have passed. Some millions of pounds will have been embodied in equipment and tooling, or spent on salaries and wages. The car is ready to roll; the advertising departments have prepared their announcements, the dealers have been warned, and shown the model in special parties. Launching a new model, in spite of the organisation and the money behind it, remains a risk; not quite as chancy as a new book or a new film (though venturing far more money), but still as dependent on catching the taste, or the whim, of the public. "Star quality" and "box office" appeal are as important here as in the theatre; and as hard to guarantee.

FOR A HYDRO-ELECTRIC POWER STATION IN INDIA: At the Netherton factory, near Liverpool, of The English Electric Company Ltd., stators forming the static outer ring of an alternator are completed for the Rihand power station, in the State of Uttar Pradesh. A contract for the supply and erection of five water turbines and alternators, worth some £1,250,000, was awarded to the company. The station is to feed power into the Ganges Plain network.

GENERATING POWER ALL OVER THE WORLD

Contracts placed with The English Electric Co., Ltd., have led to the construction of hydro-electric and steam turbine generating plant destined for many power stations all over the world. Much of this equipment is being made at the Netherton works outside Liverpool. In the drive by many countries to improve standards of living and production, electricity plays a vital role. The new power station in Hong Kong, North Point "B," which is entirely British-built, was officially opened at the end of last year. Designed to supply the growing electrical needs of the Colony, whose population has increased rapidly in the last few years, it is being supplied with all its electrical plant by English Electric. Ultimately it will have five 30,000-kilowatt steam turbo-alternator sets: built on land reclaimed from the sea, the station is being completed in stages.

On the North American continent, a series of hydro-electric plants have been finished or are in the process of construction. English Electric are associated with many of these projects: the Sir Adam Beck No. 2 Pumped Storage Station at Niagara was completed recently and sixteen 75,000-h.p. propellor turbines are being supplied for the St. Lawrence Power Project by the associated, Canadian John Inglis Company. An additional contract on the Priest Rapids power scheme in the State of Washington has brought the total of turbo-generator sets being supplied to ten. English Electric's share of this contract is worth some 30,000,000 dollars (£10,710,000). Three of these sets are in the course of erection on the site, one is in transit, and six are under construction. It is hoped that the scheme will be completed in 1960. One of the chain of stations being built to develop water power along the Columbia River system in the Pacific North-West, its site is downstream from Grand Coulee, Chief Joseph and Rock Island Dams, but upstream of McNary Dam. The new dam and power-house are an undertaking of Grant County Public Utility District No. 2, of Ephrata, Washington State.

A contract worth some £1,250,000 was awarded to the company some years ago for the supply and erection of five water turbines and alternators for the new power station in India on the Rihand River, to the south-east of Allahabad. Feeding power into the Ganges Plain network, the new station was designed to meet the growing industrial and agricultural needs for electricity in this part of India.

In Britain work has started on site on the High Marnam Power Station on the west bank of the River Trent. Equipment is now being installed in the 1,000 mw. station, which, when it is completed, will contain five 200,000 kW. turbo-alternator sets, and will be the largest in Europe. Under a contract from the British Central Electricity Generating Board, the first reheat steam turbine is being assembled at High Marnam after undergoing successful tests at the works. These are 200,000 kW., 3,000 r.p.m. turbines, the first to be ordered in Britain. The five turbo-alternator units, each weighing 1,450 tons, will be arranged in line at the power station. Five switch and control gear units are also being supplied.

Last year, the company was also awarded a contract by the B.C.E.G.B. for an order for two 275,000 kW. steam turbine units for the Blyth "B" Station in Northumberland. These machines are the first single-line tandem units of their size to be manufactured in Europe. Since there is a tendency to ever-increasing size in steam turbine units, planning of manufacturing facilities has to be adjusted to enable their construction. Extensions are being undertaken to handle sets of up to 500,000 kW. Other work carried out has included the commissioning of the second steam turbine generating set for Willington, also on the Trent. The first set was despatched to the Saskatchewan Power Station in Canada; a new extension to St. George's Bay Power Station of the Athens Piræus Electricity Company was completed, as was Vierfontein Station in South Africa.

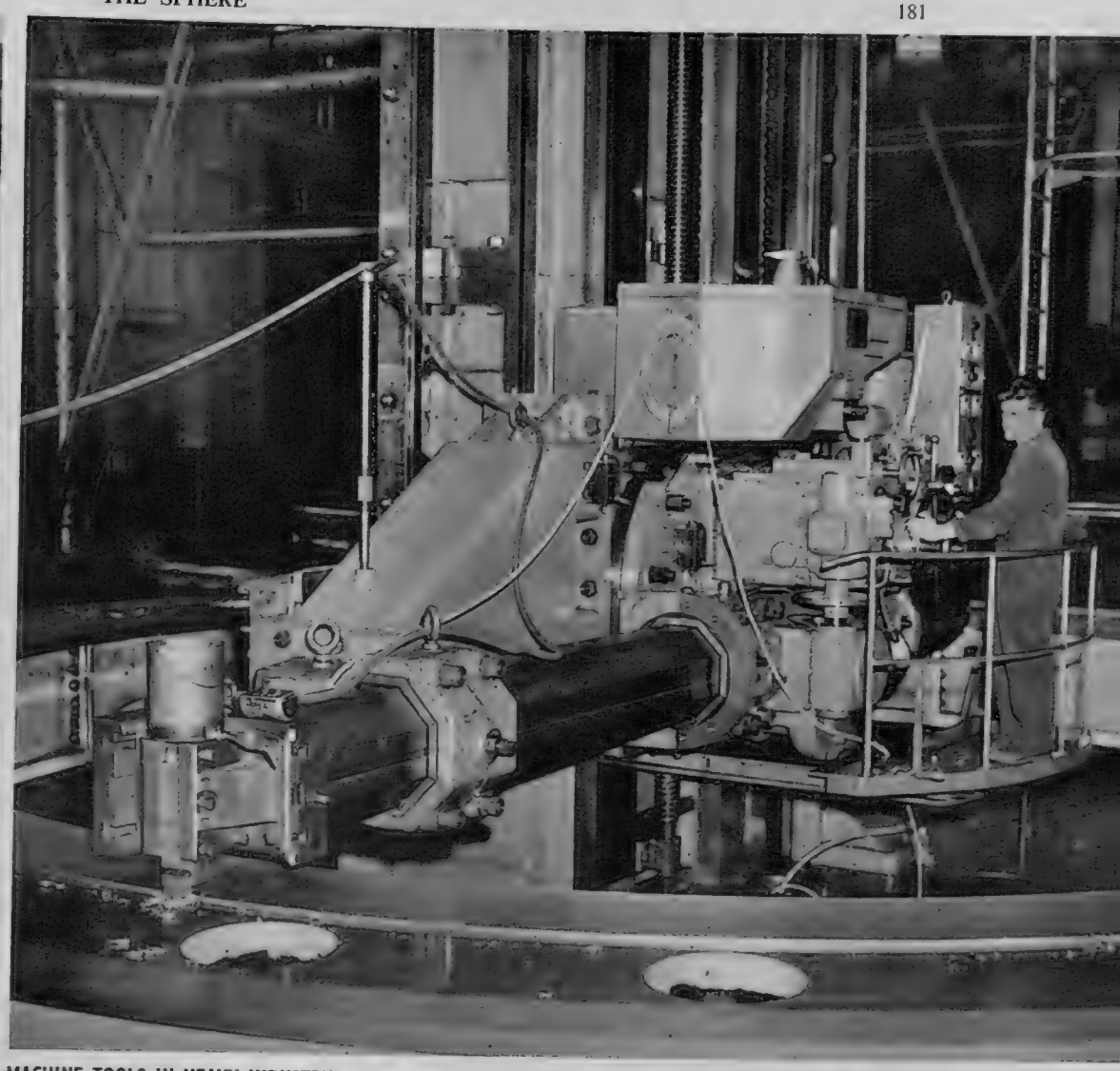
English Electric are engaged in atomic power; in 1957, in association with Babcock and Wilcox and Taylor Woodrow, the company was awarded a £60,000,000 contract to build the largest atomic power station in the world at Hinkley Point, in Somerset. Work on the site has progressed rapidly and the power station is already taking shape.

AT WORK IN THE FACTORY: An employee operates the machine drilling holes in a section of the equipment for the Priest Rapids scheme. Part of the large contract has already been delivered to the U.S.A.

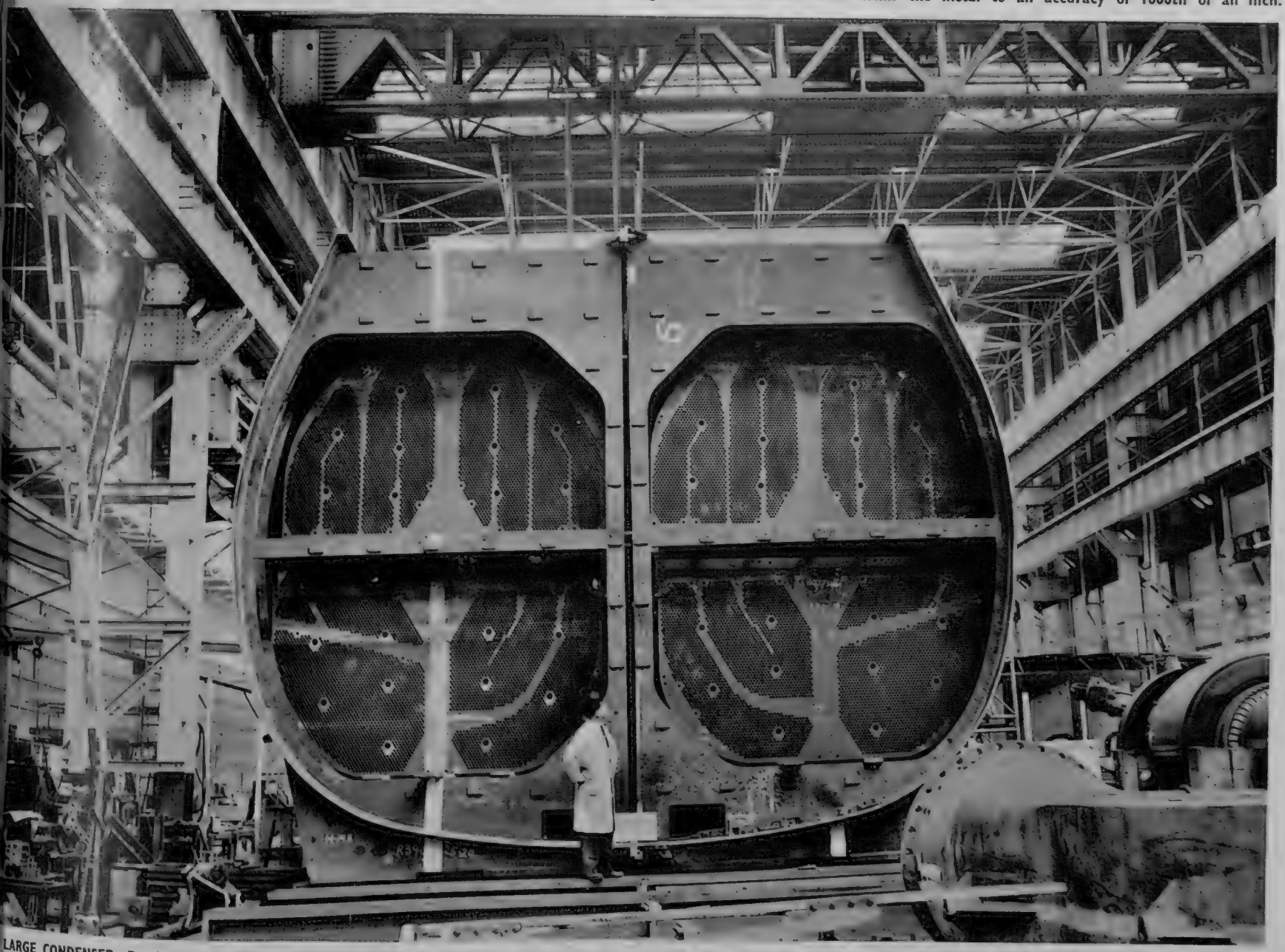
A SPRAY OF SPARKS: A runner blade destined for the hydro-electric scheme in Washington is welded to its shaft. The blade has variable pitch to enable pumping as well as power operations. The project is to be finished in 19

DESTINED FOR HONG KONG: Employees at the English Electric works inspect the electric windings of an alternator for the North Point "B" power station in Hong Kong

EQUIPMENT FOR THE PRIEST RAPIDS SCHEME IN AMERICA: One of the runner blades, used in the turbine unit, is polished at the works near Liverpool. In all, ten turbine generating sets have been ordered.



MACHINE TOOLS IN HEAVY INDUSTRY: Being used on a component for a hydro-electric installation is one of the complicated tools at the Netherton works. The operator stands on the revolving apparatus. In the left foreground is the blade which trims the metal to an accuracy of 1000th of an inch.



LARGE CONDENSER: Destined for the power station at High Marnam, on the Trent, the equipment is seen under construction at the works. The first of five turbo-alternator units is now being assembled at the British Central Electricity Generating Board's power station, which will have, when complete, a capacity of 1,000 mw. and will be the largest in Europe. The total weight of one turbo-alternator is 1,450 tons. With a running speed of 3,000 r.p.m., the 200,000 kW. steam turbine is of the horizontal three-cylinder design.

FRANCE WIN THE INTERNATIONAL CHAMPIONSHIP: At Colombes, in Paris, the French wing-forward, F. Moncla, despite a Welshman on his back, scores near the corner. On the ground, tackled by a Welshman, is the French captain, L. Mias. France beat Wales 11—3.

FRENCH ACROBATICS: In the final match of the international season, at Lansdowne Road in Dublin, the French forward, M. Crauste, performs an involuntary handstand as his colleague P. Danos (with the ball) is tackled by an Irish forward. Ireland won 9—

FRANCE'S YEAR IN INTERNATIONAL RUGBY

By VIVIAN JENKINS

FRANCE'S success in winning the International Championship outright for the first time, after nearly half a century of effort, has been the highlight of the 1958-59 rugby season. Nor can anyone deny them their right to the title, unless it be the Irish, who beat them in a thrilling match at Lansdowne Road on April 1, too late to affect the main issue. On this occasion, too, the French were without four of the players who had taken part in the decisive win over Wales at Colombes a fortnight previously, so can plead mitigation. What would have happened if both teams had been at full strength is open to question, but in any event the French, this season, have brought something new and immensely stimulating to the game.

In a sense they have turned the clock back over thirty years, to the days when Wakefield and his England pack were carrying all before them. Then, it may be remembered, it was not considered enough for a pack of forwards to serve their backs slavishly without contributing something constructive, and forward-moving, on their own account. This, from the beginning of the century, has been the secret of the success of the South Africans, and the French, assisted by a visit to that country in the summer of last year, have learned from them. In one sense, too, they have improved on the methods of their mentors, for not even the Springboks have the slickness of handling shown by the French forwards when they take to mass attack.

Mias, Rocques, Crauste, Moncla, and the rest, have a brand of legerdemain beyond the compass of our own forwards, bred from an early age on mud and the other inflictions of an English winter. It appears, too, that in the summer months the French forwards play a great deal of basket-ball, a national game in France, and it cannot but help their skill in ball manipulation. This is most noticeable, especially at close quarters, and the way in which the man in possession turns his back to the would-be tackler before getting rid of the ball is another trick they have brought to perfection. It prevents the opponent taking ball and man together, and the impetus of the movement is sustained. In scrum and line-out, too, the French are again employing old techniques, and in some cases improving on them.

The wheel, for instance, is back in favour, but with a difference. Instead of dribbling the ball after the scrum has slewed, the Frenchmen pick it up and start handling, with the scrum-half and back-row forwards forming the spearhead. This, the "dry," or handling, wheel, is another favourite South African gambit. The object is to draw in the opposing wing-forwards and half-backs for defence before giving one's own backs, from the ensuing loose scrum, a relatively unimpeded course. It can also lead to tries on its own account, before the backs are committed, and did so, vitally, in the case of France's final try, by wing-forward Moncla, against Wales in Paris. This is point number one for our own forwards to digest.

IN THE MUD AT CARDIFF: The Welsh scrum-half, L. Williams, covered in mud, gets the ball away from the scrum. In the sodden conditions, Wales beat England 5—0.

A CLOSELY-FOUGHT DEFENSIVE GAME: At Twickenham in the international between England and France, both sets of three-quarters (right) are lined up in defensive positions as a loose maul develops. The French followed this pattern of three-quarter play for most of the season. In the absence of their captain, L. Mias, they were held to a draw by the English XV.

Point number two concerns the "moving line-out," which Mias, surely France's greatest captain to date, developed so successfully in South Africa and has since exploited here. It involves much rapid positional switching, loud bellowing of orders to the wing throwing in, and, in the case of Mias himself, frequent "peeling-off" from the front of the line-out to the rear, there to take a tap-back and burst clean through. It brought the try which swayed the match against Wales, when Moncla came through at Mias's elbow, and almost, again, against Ireland, when Mias's final pass went astray. Yet the Irish, thanks to a planning campaign by their captain, Dawson, based, so he declares, on television, were the first to find a counter. They moved their own forwards about in the same way, with Mulcahy following Mias like a shadow, and the French methods, for once, were scotched.

It was an advantage to play them last, after Scotland and Wales had both succumbed, and England, in any case, had not had to face the menace of Mias. The withdrawal of the French captain, owing to injury, assisted the home team to draw at Twickenham. The important thing, though, is that the lessons are beginning to seep through, and the French, to that extent, are improving our own rugby. Their backs, apart from Danos at scrum-half, play a relatively unimportant part, though Dupuy, on the wing, and Lacaze, at full-back, had inspired moments.

One matter which should cause the legislators concern is the habit of the French centres of lying up so close to the advantage line in defence that their opposite numbers are virtually hamstrung. It is all very well, for instance, to denigrate the England centres for not showing more penetration in attack, but against defensive methods of this kind constructive running is next to impossible. The defender arrives before the ball, and the outside centre, in particular, is apt to be a sitting target. Perhaps some limitation on the forward advance of the defenders, until the ball has left the scrum, might make for improvement. As it is, the long, sweeping movements of the Smith-Macpherson era, in the '20's, threaten to become a period-piece. This last season, certainly, was almost devoid of attacking back play worth the name. In an era of great wings, like P. B. Jackson, A. R. Smith, J. R. C. Young, A. J. O'Reilly, and others, this is doubly regrettable.

Even so, the failure of England, for the first time in history, to score a single try in all their matches was well-nigh unbelievable. Poor finishing, only too obviously, was one cause, but the feeling persists that the selectors, for once, did not make the best use of the material available. The pack, though big, was sluggish, as was particularly evident at Cardiff, where Wales were much more mobile in the mud. The mysterious omission of P. D. G. Robbins is another unexplained factor. Wales, over all, were no more disappointing than expected, for backs are at a discount since the days of Bleddyn Williams and J. Matthews, and Cliff Morgan, too, has retired. In the circumstances it was quite a feat to be challenging for the Championship at the last, and at least one gain has accrued in the person of M. Price, of Pontypool, a young centre of highest promise.

Scotland, not for the first time since the war, find themselves at the foot of the table, with only one win against Wales, to their credit, plus a draw in a try-less Calcutta Cup match at Twickenham. Their promise seems to lie always in the future, with the goal eternally

THE PATTERN OF LINE-OUT PLAY: Soaring above the other forwards, R. W. O. Marques gains possession of the ball in the game between Harlequins and London Scottish at Richmond. During the season, Marques's line-out work was a feature of England's play.

FRENCH TACTICS IN THE LINE-OUT: The French captain, Mias, leaps to clutch the ball one-handed from the Scottish forward, M. W. Swan, in the international match in Paris. In the foreground, left, are another Scottish forward, J. W. Kemp, and the Frenchman, R. Vigier. In support on the right are B. Mommejat and J. Barthe. France beat Scotland 9-nil. During the season, the French side employed several successful line-out tactics.

ENGLAND'S WIN OVER IRELAND: England's scrum-half Jeeps receives the ball. Others are A. Ashcroft (fourth from left), L. Webb, W. Mulcahy, M. Culliton and G. Bendon.

ENGLAND DRAW WITH SCOTLAND: In the international at Twickenham the Scottish players, D. M. Rollo and G. Waddell, fail to catch the England captain, J. Butterfield (with the ball). Lying on the ground is the English, wing three-quarter, P. Thompson, having just tackled A. Smith of Scotland.

out of reach. With players like Waddell and Scotland at their command, they must surely achieve it one day.

Ireland, with wins over Scotland and France, the champions, are entitled to claim that they should have beaten England and Wales as well. They were unlucky on both occasions, after doing everything but score for three-quarters of the game. In essence, too, they were the best equipped of the four teams in the British Isles, with strength both fore and aft. France, with a full team and earlier in the season, could well have beaten them, but that, again, is only speculation. The advent of M. K. Flynn, a twenty-year-old centre who did not come into Ireland's side until the match against France, is to be noted. He is a beautifully balanced runner, with good hands, and in spite of his inexperience—he has only one first-class season behind him—is the top try-scorer in Ireland this season.

Earlier in the season we had seen Cambridge gain a surprisingly easy win in the University match, by 17 points to 6. The Oxford backs, with the two England internationals, M. L. Phillips and J. R. C. Young among them, had been expected to call the tune, but the fire of the Cambridge forwards, and astute high-kicking by Waddell at stand-off half, turned the day. The Cambridge centres, incidentally, used the French methods, standing very close up in defence, and this, plus Oxford's eclipse at half-back, snuffed out the Dark Blues' backs.

Among the counties Warwickshire are champions for the second season in succession, and well they deserve it. The power play of their pack in the final against Gloucestershire at Bristol was something to remember, and in the last ten minutes the home forwards were being pushed back yards in the scrum. One would never have believed this possible of a Gloucestershire pack, had one not seen it, and the winners' last try, beautifully conceived and executed, came after just such an incident. The Warwickshire pack held the ball, pushed Gloucestershire back nearly ten yards, and then heeled with the defending back-row men head-down and fully committed. The resulting try was one example of how to beat the wing-forward.

THE COUNTY CHAMPIONSHIP: The Middlesex captain, J. E. Woodward, is tackled by B. Seaton of Warwickshire. The incident took place in the Championship semi-finals.

THE SERVICES' CHAMPIONSHIP: Private H. Godwin (Army) drags Flight-Officer E. J. Jones (R.A.F.) clear of the ball which Captain A. Whitehorn (Army) is trying to play.

The R.A.F.—appropriately, in a year when they provided the President of the Rugby Union, Wing-Commander J. Lawson—won the Inter-Services' title, and owed much to the inspiration of their captain and scrum-half, D. O. Brace. Among the clubs, Bristol, up to Christmas, and Northampton since, have led the field in England, with Newport, at full strength, the best in Wales. Pontypool, with a less formidable fixture list, head the Welsh unofficial table at the time of writing. In a packed school season the achievement of Douai, with only 220 boys, in winning the Rosslyn Park "Sevens," stands out.

Now to the summer for some, but to Australia and New Zealand for the British Isles touring side, and great events. Six Test matches will be played, two in Australia, four in New Zealand, in a programme of thirty-three matches, and A. R. Dawson, the Irish captain of the side, and his twenty-nine players have some tough battles ahead. We can only wish them the best of luck, a commodity much needed on such an enterprise.

The World of Books

MACKENZIE KING AND CANADA

The Biography of a Distinguished Commonwealth Statesman; A Portrait of Somerset Maugham; Adventures in War and Peace; A Novel on the Life of St. Luke

IT sometimes happens that a statesman, through his long years of service, becomes identified with his country's history so that, in writing of his life, the biographer is also, inevitably, writing of the country itself. Such is the case with Mackenzie King, and the first volume of the political biography which Mr. R. MacGregor Dawson has written on this subject. WILLIAM LYON MACKENZIE KING (Methuen. 4 gns.) follows the career of the distinguished Canadian from his birth in 1874, of sturdily Scottish stock, to 1923 and his first Premiership, and it also follows, quite naturally, the progress of Canada itself in relation to the rest of the world. For Mr. Dawson's theme here is as much the establishment of Canada as a world power, to be reckoned with in international dealings, as the emergence of Mackenzie King as that country's leader and champion before the world.

Mackenzie King had been Prime Minister for more than twenty years when he retired in 1948, a longer term than any other Prime Minister in the British Commonwealth had held. Mr. Dawson has traced his development as a politician and a statesman with the greatest care and in considerable detail, making of his study a book which will probably be the definitive Life, when it is completed and, until then, a generous introduction to the work, thoughts and achievements of a very considerable figure.

To greet Mr. Somerset Maugham on his present visit to England is a book about him by Professor Karl G. Pfeiffer, a New York don who writes sympathetically, though perhaps not too profoundly, about the famous author. SOMERSET MAUGHAM: A CANDID PORTRAIT (Gollancz. 18s.) is easy and for the most part smooth reading until one comes up against statements of such rocklike dogmatism as: "*Cakes and Ale* ruined Walpole's reputation as a writer and embittered the last eleven years of his life." Very dramatic, of course, but just not true.

Professor Pfeiffer quotes Mr. Maugham in some of the brief and satirical sayings which the public have always liked to attribute to him and gives some good, some surprising and some sub-standard examples of his conversational manner. He sketches the social background to Maugham's writing career and he notes and analyses the chief literary landmarks in his output.

Sarah Bernhardt gave her first theatrical performance when she was fourteen, and it is fairly safe to say that she seldom ceased acting from that date to the time of her death in 1923. The Divine Sarah was a prodigal spender of her own emotions, of her strength and vitality which were never great, of her dramatic powers and of her sense of fun. She was passionate, didactic, overwhelming and oddly practical. Over and over again she would move an audience to rapt stillness and tears, but she was also capable of squeezing a raw egg into Mrs. Patrick Campbell's palm as they played a tender scene from *Pelleas and Melisande*. Of this wonderful, moody and irresistible woman Miss Joanna Richardson has written an admirable and endlessly diverting study. I enjoyed every page of SARAH BERNHARDT (Reinhardt. 21s.) and look forward to re-reading it before too long.

The spirit of adventure, something, incidentally, which Mme. Bernhardt could well appreciate, is the *motif* that runs through the next three books. ONCE IS ENOUGH (Hart-Davis. 18s.) is the story of a sailing exploit so hazardous that one can only marvel that its protagonists survived at all. Brigadier Miles Smeeton and his wife had never sailed before when they bought a 46-ft. ketch in England and decided to sail it back to Canada, where they had settled after the war. They accomplished this and then turned their attention to the problem of sailing it round South America from the Pacific to the Atlantic. They attempted this twice, on both occasions ran into terrifying storms and both times were not only dismasted but turned right over. As Mr. Nevil Shute writes in his foreword: "More ordinary people would undoubtedly have perished." More ordinary people, one might add, would never have attempted the voyage at all!

IN SEARCH OF TIKI (Souvenir Press. 21s.) is M. Francis Mazière's story of his journey to a Pacific group of islands a few years ago, where he hoped to discover traces of pre-Colombian civilisation, brought from South America, possibly by that same mode of raft-travel which the *Kon-Tiki* expedition were brave enough to confirm. M. Mazière tells us that his interest was first aroused when an Amazonian Indian said to him, about the origins of his own people: "We came by sea but others continued their journey across the sea in pursuit of the sun." Reflecting on this, the author became determined to put the theory to practice and, when he eventually did this some years later, he found an island in the Marquesas group with sculpture, customs and ritual all pertaining to a centuries-old tradition. Excellent photographs, factual enough to offset some rather highly-strung writing.

Miss Anita Engle's THE NILI SPIES (Hogarth Press. 25s.) is, by any odds, one of the most remarkable books of the week, for it is an account of an amazing espionage operation in the First World War in which at least two of the principal executives were young women, brilliant and courageous, capable of acts of bravery which nowadays would have won the George Cross. Such a one was Sarah Aaronsohn, whose modest Rumanian parents were among the first settlers in modern Palestine, bringing up their children to love each other and their homeland.

Sarah was living in Constantinople, married to a rich trader, when the war broke out in 1914, but she soon left to help fight the Turks and the Germans and, later, to work in her brothers' underground organisation, NILI, which sent information to British H.Q. in Egypt. Her story is a noble one to the very end when she was captured by the Turks, tortured for days and finally committed suicide so as not to betray her comrades. Miss Engle has written the book with the gravity and restraint it deserves, for this is a tale of heroes.

A VERDI REVIVAL AT COVENT GARDEN: Grace Hoffmann, the American mezzo-soprano who is a resident member of the Stuttgart Opera, makes her debut at the Royal Opera House, in London, as Princess Eboli in *Don Carlos*. Luchino Visconti's production of last year was brought back into the programme last week for five performances. There is only one other change from the original cast. Geraint Evans sings Roderigo. The final performance of the revival takes place next Monday (May 4).

WOLFE AT QUEBEC (Longmans. 21s.) is Mr. Christopher Hibbert's reconstruction of those eighteenth-century campaigns which led to the victory of the English forces in 1759 and, rather incidentally, it is a fresh portrait of General Wolfe, who has not always been well served, even by adulation. Mr. Hibbert has written with a calm and objective attitude both to the war and to the soldier-hero, and his book is all the better for it, in spite of the disadvantages which spring from a deliberately muted manner and which may result in anti-climax. Above all, the book is admirably documented and has the unmistakable imprint of the scholar.

There could scarcely be a bigger contrast than between this and the next book, which is ADVERTISING IN MODERN LIFE (Heinemann. 10s. 6d.) written, from a knowledge both wide and practical, by Mr. John Gloag, director of a top London advertising agency and Fellow of the Institute of Practitioners in Advertising, among other things. Mr. Gloag takes the line, in the course of his lucid exposition of this latter-day activity, that he is not apologising for what he calls "the use of persuasion by industrial and commercial interests," but explaining how it is used, by whom, for what purposes and how intimately it affects and benefits the public. Some of his readers will find the benefits disputable, even more people will find this treatise on a modern phenomenon both bright and clear, and surprisingly absorbing.

JACK WOULD BE A GENTLEMAN (Longmans. 15s.) is the first of a small group of English novels this week, and is an honest and indeed painstakingly candid study of a family, the father a house-painter, the son and daughter educated according to their capacities and the mother about half a cut above her husband. Father wins £50,000 in the pools and with that they have not a dozen different problems but one: readjustment. Miss Gillian Freeman's eye and ear are finely attuned and there is not a false note in this thoroughly sincere, undramatic saga of semi-detached life.

In THE SHADOWED MIRROR (Cassell. 16s.) Miss Joan Medhurst illustrates one of the aspects of the colour problem as it exists in England in the present day. Her story is concerned with a young doctor who is the son of a tribal chief and who leaves his clinic in Central Africa for England, where he hopes to study plastic surgery and also to find a young white doctor unselfish enough to return with him and help to care for his backward people. In a town in the North of England Ulaga meets all shades of opinion, but in the end, before he goes home, it is he who has affected his new acquaintances and not the other way about. Simply told and the more effective for its patent sincerity.

BEDS IN THE EAST (Heinemann. 15s.) is Mr. Anthony Burgess's third novel about one Victor Crabbe, currently carrying out the "somewhat crepuscular" job of Acting-Chief Education Officer in Malaya and waiting to hand over to his Malay assistant on Independence Day. Some of Victor's exploits are hilarious, some shoddy, but throughout this rewarding book, with its Indian, Tamil, Malay, English and Chinese folk, there is not one who doesn't come alive. What a good writer Mr. Burgess is, and how vivid!

From the United States come two novels which could well have been chosen as a study in contrast.

China to-day is more than ever a potent force in world affairs, as, indeed, must be any nation with 600,000,000 souls and a spirit of awakening abroad in the land. Her attitudes are neither easy to understand nor easy to explain, however, and, as Earl Attlee said recently, the Chinese leaders found, when they sought to make changes, that there was a great deal of heterodox feeling in the nation. Mr. William Stevenson, a journalist whose interest in the Far East was stimulated by his wartime visits and who is now resident in Hong Kong with a roving Asian commission, has attempted to assess current trends in China in his new book THE YELLOW WIND (Cassell. 30s.). One thing Mr. Stevenson makes quite clear, no trends are readily discernible at any time. Mao, he says, is a master of diversionary thrusts, zigzags and sudden reversals. Even so, he has never lost sight of his ultimate goal, and this he has made abundantly clear in speeches that have been more widely distributed than were those of Stalin in his heyday. Mr. Stevenson admires Mao for his scholarship, but not entirely for his wisdom. He has come a long way in recent years, and it will pay us well, says this keenly observant author, to follow him round the hairpin bends of his future path.

With the holiday months here, a spate of excellent travel books is upon us also. Three that reflect the colour photographer's art at its best are THIS IS BRITAIN (Harrap. 21s.), ENGLISH LAKELAND IN COLOUR (Batsford. 16s.), and FLORENCE (Batsford. 27s. 6d.). The first of these is published for the British Travel and Holidays' Association, and takes us from the pageantry of London, through rural England, to the savage charms of Scotland's far north. In the two Batsford publications the quality of the photography is particularly high.

A MIXED BAG

New Books and Reprints From Many Sources

A new revised addition to The Little Guide (Methuen. 15s.) is CAMBRIDGE AND ITS COLLEGES. The author, Edmund Vale, has completely recast the original guide by Sir Arthur Hamilton Thompson, bringing it up to date with new textual material and new photographs.

Alain-Fournier, that remarkable French novelist died in the First World War when only on the threshold of world recognition. His novel THE LOST DOMAIN (Oxford University Press. 7s.) is published in The World's Classics series, with an excellent introduction by Alan Pryce-Jones. Also added to the series are Gerard Hopkins' translation of Flaubert's MADAME BOVARY and Jessie Coulson's translation of Turgenev's A NEST OF GENTLEFOLK, the former at 7s., the latter at 8s. 6d.

Here are three Fontana paper backs, all of them good value and one of them at least certain of a tremendous welcome, Winston Churchill's MY EARLY LIFE (Collins. 5s.). Just to read about the last cavalry charge in modern history, the Lancers against the Dervishes at Omdurman through the eyes of Lieutenant Churchill is value enough some may think. But here you can read about Churchill at Harrow, Churchill in India, Churchill against the Boers, all in that limpid prose we know so well. Also added to the series are James Jones' FROM HERE TO ETERNITY and Nicholas Blake's END OF CHAPTER (2s. 6d.), a macabre murder story

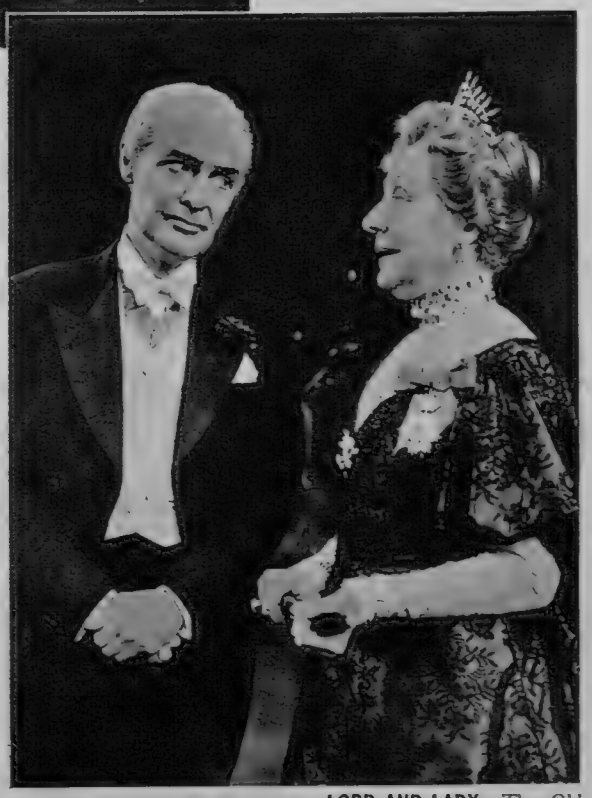
AT THE COURT OF THE KING OF FRANCE: Bertram (played by Edward de Souza) and Helena (Zoe Caldwell) dance before the King of France (Robert Hardy) seated on his throne in *All 's Well That Ends Well* at Stratford-upon-Avon. The costumes are of the Edwardian period for this second production of the current season.

"ALL'S WELL" AT STRATFORD

All's Well That Ends Well is one of the most difficult of Shakespeare's comedies to understand. The title implies a theme of end justifying means, and that was probably what Boccaccio intended in his somewhat cynical story from which the plot for the play was taken. The spectacle of a wife substituting herself for her husband's mistress would probably appeal strongly to the robust humour of an Elizabethan audience. However, through the centuries scholars have tended to study it more seriously. Some regard it more as romance than comedy, interpreting Helena as among Shakespeare's noblest women. Others see it as a morality on the virtue of forgiveness.

For his production in the hundredth season at the Memorial Theatre at Stratford-upon-Avon, Mr. Tyrone Guthrie has a distinguished company of players, headed by Dame Edith Evans as the Countess. Following a modern fashion, he uses a non-Elizabethan setting. The period is Edwardian; costume and decor being the work of Tanya Moiseiwitsch. Generally speaking, the first performance last week was well received by the critics. Mr. Guthrie appears to have satisfied both those who look for comedy and those who seek romance.

GENTLEWOMAN AND WIDOW: Helena, on the left, is quizzed by the Old Widow of Florence (Angela Baddeley). The Director of this production of the comedy at the Shakespeare Memorial Theatre is Tyrone Guthrie.



LORD AND LADY: The Old Lord Lafeu (Anthony Nicholls) is with the Countess of Rossillion (Edith Evans). The decor for this play in the 100th season at Stratford is by Tanya Moiseiwitsch, who worked with Mr. Tyrone Guthrie in his production at Stratford, Ontario, in Canada, last year, where the play was given on an open stage.

On left—
ROYAL ESCORT: The French King sits surrounded by his officers. *All's Well That Ends Well*, which opened last week, followed the Paul Robeson *Othello* into the season's programme at Stratford. The future plays are: *A Midsummer Night's Dream* (opening June 2) with Charles Laughton as Bottom; *Coriolanus* (July 7) in which Sir Laurence Olivier will have the title role: and *King Lear*, with Charles Laughton as the King.

(*Continued from previous page*)

THE PALACE GUARD (Secker and Warburg. 18s.) has modern New York and New England for a setting and deals most analytically with the life of a well-known writer whose funeral oration is given as the book opens. The man had had immense success, critical acclaim, a wife and good-looking mistresses, many friends and a fantastic alcoholic capacity. Yet he had killed himself while still relatively young and while sober. Mr. Donald Braider's novel is a careful attempt to find the reasons for this uncharacteristic, self-directed violence. There are many good things in this rather solemn story,

DEAR AND GLORIOUS PHYSICIAN (Collins. 18s.) is described, quite properly, as a major novel about St. Luke and is one of the most important of Miss Taylor Caldwell's works, particularly since, as she tells us herself, it has been forty-six years in the writing; the first version when she was twelve years old, the second at twenty-two, the third at twenty-six and throughout the long interval, work on it not altogether ceasing. Luke was born a Greek, was the adopted son of the Roman Governor of Antioch and became a Christian after the death of Christ when he began, as Miss Caldwell describes it here, to travel in search of the people who had known Christ, in order to write the Gospel which we now know as St. Luke's. An impressive work, if immensely long.

Vernon Fane

THE BRITANNICA BOOK OF THE YEAR 1959 (Britannica Ltd. 5 gns.) recalls in massive detail the events of 1958. As editor, John Armitage so rightly says, "if men's minds were attracted spacewards by scientific events in 1958 there were still terrestrial events enough to recall their heads from the clouds, not least the development of nationalism in Africa and Asia. As science reduced the world's dimensions, so it seemed that nationalism promoted its differences and half-concealed the interdependence of the various parts." This book of the year, so far as an ordinary mortal can judge, is a most balanced piece of work, invaluable alike to Britannica owners and to those who only wish to have a survey of the year past.

Volume IV of THE CONCISE ENCYCLOPEDIA OF ANTIQUES (The Connoisseur. 50s.) now makes its welcome appearance. Some of the important contributors are Hugh Honour (Italian Furniture), John Hillier (Chinese Export Art of the 18th Century), Therle Hughes (Tunbridge Ware), and Dr. Ada Polak (Scandinavian Glass).

Sir Alister Harvey continues his great survey of life in the open sea with a second volume entitled FISH AND FISHERIES (Collins. 30s.). Water-colour and fine drawings by the author, with sixty-eight photographs in black and white, assist a lucid text.

R. C. E.

A NEW TWO-DOOR FAMILY SALOON

The Triumph Herald has Independent Suspension all Round and a Separate Chassis

By "THE SPHERE" MOTORING CORRESPONDENT

THE new Triumph Herald is one of the most interesting cars produced in Britain for many years. It reveals an entirely fresh approach to the problems of designing a family saloon offering comfort, safety, economy and good looks at a low initial cost. I consider that Mr. Alick Dick, managing director of the Standard Motor Co., and the team of automobile experts over which he presides, have succeeded admirably in their efforts to combine these virtues in their latest model.

It is being offered in two versions: a four-seat, two-door saloon (£702, including tax) and a two-seater coupé with twin carburettors (£730). There are so many interesting features to write about in describing this car that it is difficult to know where to start. It has independent suspension all round, it has a separate chassis, there are no greasing points, its turning circle is smaller than that of a London taxi, and the whole of the front end hinges forward to give easy access to engine, wheels, steering and suspension.

It was early in 1957 that the directors of the Standard company met to consider a project for producing a new small car. "From the first," a Standard executive told me, "it was decided not to consider it as a replacement for an existing model, since that would only inhibit thinking and restrict ideas within conventional limits. It was agreed that car design had become too stereotyped. New cars were being designed to replace existing models according to the same formula, without any awareness that motoring conditions had changed out of all recognition since the war. The board felt that a fresh approach was needed." That is the philosophy which lies behind the design of this new Triumph. It was in Mr. Dick's mind when, at the 1957 Geneva Motor Show, he and two of his senior engineers took a close look at the special coachwork section. They were not looking for ideas to incorporate in the new car. They were searching for a stylist capable of producing the kind of body they had in mind. They were greatly attracted by the specialist coachwork produced by Alfredo Vignale to the designs of Giovanni Michelotti. Mr. Dick sent for Signor Michelotti. After a meeting in the Standard chief's hotel lasting several hours, Michelotti signed a contract to be stylist for Standard's and for no other British firm.

While in Turin Michelotti got busy with his sketches; Standard project engineers back at Coventry set to work devising a new type of chassis dispensing with the need for frequent lubrication. They engineered a new type of body construction to reduce assembly and repair costs and created a new four-wheel independent suspension system.

And the engine? It was decided that the existing 948-c.c. unit which powers the Standard Ten and Pennant was ideal for the new car, in conjunction with the four-speed gear-box that had proved so satisfactory in these cars. To create facilities for the production of the Herald the company acquired its own body manufacturing plant from Mulliners Limited. It also decided to build a new £2,000,000 car assembly building at the Canley factory. This will be completed early next year, with assembly lines on the three-deck principle. Components will be fed from basement stores while the bodies are brought in from overhead tracks. The new building will be 1,000 ft. long and wide enough for three parallel assembly lines. The cars will be assembled, trimmed and painted under one roof.

I have tried out the new Triumph over a wide variety of road surfaces and I found the independent rear springing first-class in every way. There is a swing axle with a transverse leaf spring and radius rods. This arrangement gives a most comfortable ride and enables the Triumph to stick to the road like a leech even on corners taken fast. This is the first British car to go into mass production with independent springing of all four wheels. And, as Mr. Alick Dick has pointed out, his engineers are not just copying cars like the Volkswagen, Dauphine and Fiat 600. "Rear-engined Continental cars are forced to have independent suspension," he said, "whereas by adopting a swing axle for our front-engined Triumph we have taken a positive step forward."

Have Standard's taken a step back by reverting to chassis construction? Most firms nowadays use unitary construction for mass-produced cars. This dispenses with the "old-fashioned" chassis frame. The front and rear axle assemblies are joined by a floor unit to which the rest of the body is attached. I personally think Standard's have shown imagination in going back to a chassis frame. They say it will enable the car to stand up better to the punishment of bad roads overseas. The car is also easier and cheaper to build. That will simplify assembly in foreign countries. There are seven units and three major assemblies, allowing a damaged panel to be removed and repaired with a minimum of cost. The elimination of greasing points will also cut maintenance costs. Rubber or nylon bushes are used in place of metal bearings and in certain cases joints are grease-packed and "sealed for life."

Here are some of the other features which help to make the new Triumph a car-with-a-difference. . . . The steering column is collapsible. In a bad crash it would give before it had a chance of piercing the driver. The steering-wheel is adjustable. So are the front seats: for leg-room, rake and height. All the control knobs on the fascia are marked with pictorial symbols in place of the usual letters. The lights are controlled by a lever under the steering-wheel. There is a little well or tray on top of the gear-box housing into which the driver or front-seat passenger will find it convenient to place such oddments as cigarette packets and sunglasses.

In the saloon model the rear seat squab folds forward to give additional access to the capacious luggage-boot. There are coat-hooks just under the roof, behind the door pillars. A heater and screen-washers are fitted as standard equipment. The front and rear bumpers are painted the same colour as the car and not finished in chrome. There is a reserve for the seven-gallon petrol tank.

The saloon does 70 m.p.h. and the makers claim a petrol consumption of 37 m.p.g. at a steady 50. It looks, therefore, as if even "press-on" owners of the new Triumph saloon can rely on at least 30 m.p.g. for everyday driving. The coupé has a top speed of 80 m.p.h. and is livelier than the single-carburettor saloon. Although the Standard company says the new Triumphs are not replacement models, their Tens, Eights and Pennants have gone out of production. The new car—which during its secret development has had the code name of Zobo—has cost £5,000,000 to launch. Being only 12 ft. 9 ins. long and 5 ft. wide, it will fit most garages. Because of its safety features and ease of repair, one big insurance company has already quoted rates that show a reduction of 12½ per cent. on normal tariffs.

THE NEW TRIUMPH HERALD: The four-seat, two-door saloon version of the Standard Motor Company's new model costs £702, including tax. The whole of the front end hinges forward to give easy access to engine, wheels, steering and suspension. It has a 948-c.c. engine.

ONE OF THE ACCESS POINTS TO THE LONDON-BIRMINGHAM MOTORWAY: This view by Aerofilms shows the fly-over at Upper Heyford, where the Weedon-Northampton trunk road (A 45) crosses over Britain's first major motorway. Cars wishing to join the motorway from the trunk road use the roundabout and sliproads. Work on the new road started in March of last year and is expected to be finished this autumn. The cost is estimated at £21,000,000.

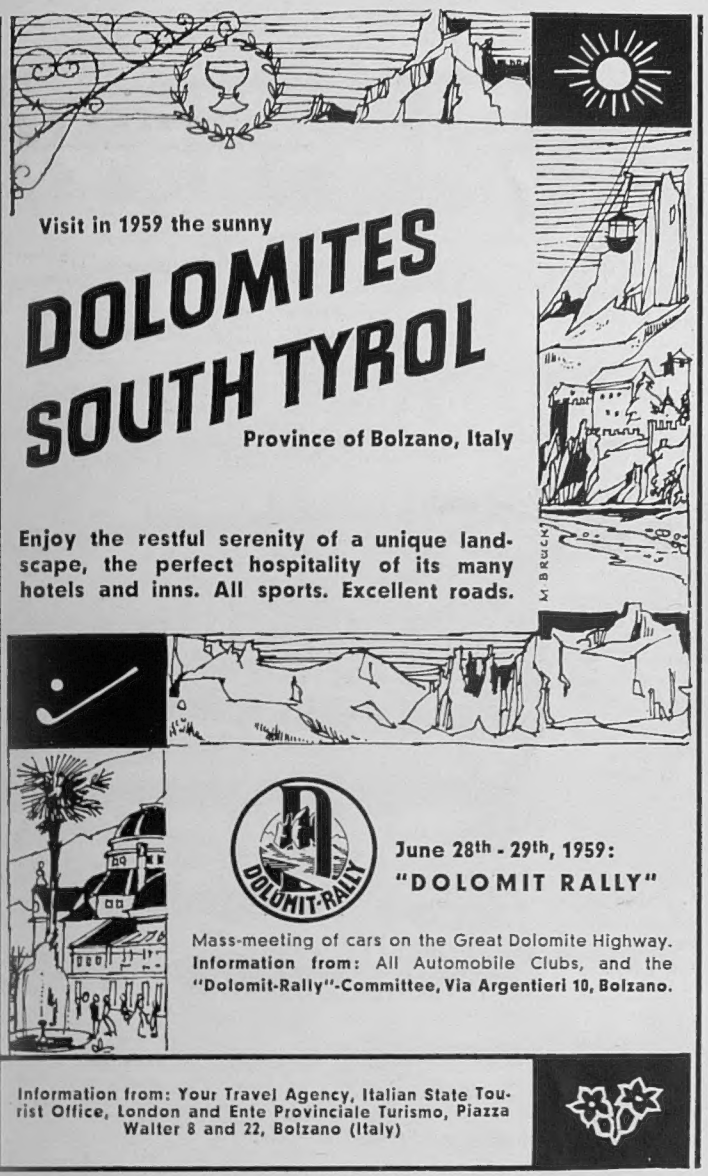
Another new British car just announced is the Riley 4/68, the fifth and (I am assured) last of the new range using the Farina body and the "B"-series 1½-litre B.M.C. engine. It costs £1,028 4s. 2d., including £303 4s. purchase tax at the new rate. That is about £50 cheaper than it would have been before the tax was cut from 60 to 50 per cent. I shall not devote much space to this car because it is basically the same as the new Austin Cambridge, Morris Oxford, Wolseley 15/60 and M.G. Magnette. The new Farina body, with its sharp Italianate edges and bold tail fins, is now being used by every make in the British Motor Corporation range. The 1½-litre o.h.v. engines harnessed to them develop varying degrees of power, and other major differences concern front end styling and radiator grille design, shape of seats, choice of upholstery and seat springing and dashboard layout. The price of the new Riley I quoted above includes heater and windscreen-washers. Total cost of a duotone saloon, including tax, is £1,045 18s.

Britain's College of Aeronautical and Automobile Engineering, which has its headquarters at Chelsea, S.W.3, has been honoured by the Duke of Edinburgh's acceptance of an invitation to become president of the College in succession to Lord Brabazon of Tara. The College was founded in 1924 by the late Mr. S. C. H. Roberts for the training of automobile engineers. The aeronautical department was added in 1931. To-day the College has more than 400 students. More than half are from overseas: from nearly fifty different countries.

When Mr. Tony Vandervell went along to the R.A.C. recently to receive the Dewar Trophy he said he might return to motor racing if he could produce a new Vanwall worthy of the drivers who have to take such tremendous risks. The Dewar Trophy is awarded for the most outstanding British technical performance of the year and it was given to Mr. Vandervell—and his colleagues—in recognition of the Vanwall's outstanding achievements in 1958 when it won the world manufacturers' championship. We missed the Vanwalls very much at the recent Aintree meeting when the international 200-mile race was won by an Italian Ferrari, with another in second place.

In that race Britain's B.R.M.'s, Coopers and Lotuses failed to hold the 1959 Ferraris driven by Jean Behra of France and Tony Brooks of Britain. The retirement through gear-box trouble of Stirling Moss after he had led for ten laps in his B.R.M.-engined Cooper was particularly disappointing to motor racing fans who want to see this brilliant British driver do well this year.

In view of the failure of the British cars at the Aintree meeting the début of Mr. David Brown's new Aston Martin Grand Prix cars at Silverstone to-day (Saturday) is particularly welcome. Based as they are on the tractor millionaire's successful sports cars, they should do much to uphold Britain's prestige in international motor sport. But it would be unwise to expect too much from these cars too soon.



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